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ANNUAL REPORT

OF THE

NEW JERSEY STATE HIGHWAY DEPARTMENT

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FOR THE YEAR

1943

ANNUAL REPORT

OF THE

CONSTRUCTION DIVISION

NEW JERSEY STATE HIGHWAY
DEPARTMENT

FOR THE YEAR

1943

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON
ZONE 1

Annual Report - 1943
Construction Division

TS - WB

December 31, 1943.

Hon. Spencer Miller, Jr.
State Highway Commissioner
Trenton, N. J.

Dear Sir:

The Annual Report covering activities of the Construction Division for the calendar year 1943 is herewith respectfully submitted.

During 1943, construction work was in progress on 54.395 miles of various types of highway improvement, 20 stream bridges, 5 railroad grade separations, and 7 highway grade separations, the total value of work actually performed in 1943 being $5,551,724.59.

The above includes work performed in 1943 on the following:

1. 11.879 miles of State highway construction, 6 stream bridges, 1 railroad grade separation, and 2 highway grade separations that were started previous to 1943 and finished during 1943.

2. 6.539 miles of State highway construction, 6 stream bridges, and 1 railroad grade separation, that were started previous to 1943, the completion of which will carry over into 1944.

3. 0.737 miles of State Highway construction, 1 stream bridge and 2 highway grade separations that were started and completed in 1943.

4. 0.590 miles of State highway construction, and 1 highway grade separation that were started but uncompleted in 1943 and will carry over into 1944.

5. 19.346 miles of 100% Federal Access Road projects including 1 stream bridge and 2 railroad grade separations that were completed in 1943; and 15.304 miles of 100% Federal Access Road projects including 6 stream bridges, 1 railroad grade separation and 2 highway grade separations that were uncompleted in 1943 and consequently will carry over into 1944.

From the above it is to be noted that contracts covering 31.962 miles of highway construction, 8 stream bridges, 3 railroad grade separations, and 4 highway grade separations were completed in 1943; also, that contracts under way covering 22.433 miles of highway construction, 12 stream bridges, 2 railroad grade separations, and 3 highway grade separations were not completed and will carry over into 1944.

This is shown in more detail on the tabulations immediately following this letter.

Federal Financed Access Roads

The bulk of the construction work under way on 35 miles of access roads to military establishments and war industries undertaken at the request of the Army and Navy was performed during 1943. Eleven projects were entirely completed and five others were sufficiently advanced to be opened to traffic - a total of 16, of which 9 were started in 1942. One project was just started at the end of 1943. Preparation of plans is under way for 3 additional projects to be constructed in 1944.

These improvements are now facilitating access to Picatinny Arsenal, Naval Supply Depot at Bayonne, Federal Shipbuilding yards at Port Newark, New York Shipbuilding Yards at Camden, Motor Reception Park at Carteret, Island Beach Coast Guard Stations, Fort Dix, Fort Monmouth, Camp Woods, Camp Coles, Camp Kilmer, Camp Evans, and Camp Shanks. The project just started will provide better access to the Wright Aeronautical Plant in Woodridge. The plans in course of preparation are for providing access to the Army Supply Depot at Belle Mead, Little Egg Coast Guard Station, and military installations at Highlands.

Three of the projects result in valuable improvements on the State Highway System. The Picatinny Arsenal Access Road will comprise a part of Route 6-A. The Fort Dix Access Road extending from Route 39 at Mansfield Square to the Pemberton-Wrightstown Road at Fort Dix will be maintained as a part of the State Highway System. The railroad grade separation and its approaches on Port Street, Newark, becomes a part of Route 25B.

The Maintenance Division performed the construction work in connection with the access road projects to the Island Beach Coast Guard Stations, Motor Reception Park at Carteret, a small paving job at Port Newark, and Plainfield Avenue leading to Camp Kilmer.

The construction work on the Access Road leading to Camp Evans was performed by the Township of Neptune, Monmouth County.

This work is financed 100% by the Federal Government through the Public Roads Administration under the Defense Highway Act of 1941.

Other Projects Classed as Access Roads

In addition to the 100% Federal Access Roads, four important projects were in course of construction during 1943 which may be considered access roads to Military establishments and war industries.

The reconstruction of Route 6 (1917), Broadway, in Gloucester and Brooklawn, Camden County, was completed in 1943. This is the main north-south highway near the river front and the

improvement is now facilitating access to the yards of the New York Shipbuilding Corporation and the Penn-Jersey Shipbuilding Corporation. The work was financed 50-50 by Federal Aid and State matching moneys.

A new bridge was practically completed and opened to traffic on October 6, 1943, to carry Route 35 over Cheesequake Creek at Laurence Harbor. The old structure built in 1911 was not designed to carry the heavy weight and volume of present-day traffic and was only kept in operation by excessive maintenance. The old bridge and highway approaches presented a bottleneck and weak link in the main highway leading to Fort Monmouth and Fort Hancock, and the Director of Priorities, Office of Production Management (now War Production Board) quickly gave it a high priority rating. This is the only project of this nature that was financed 100% by the State. The work started November 10, 1941.

The northerly end of the dual portion of the Fort Dix Access Road terminates on Route 39 at Mansfield Square, over two miles south of Route 25 at Bordentown. This left an old 20 foot pavement on poor alignment as a bottleneck in a modern traffic artery between Trenton and Fort Dix. Consequently, it was planned to reconstruct and convert this section of Route 39 to a dual highway contemporaneously with the construction of the Fort Dix Access Road. The financing is on a 75% Federal 25% State basis. Construction started on September 8, 1942, and was practically completed at the end of 1943. The widening of the bridge carrying the Pennsylvania Railroad over Route 39 at Mile Hollow, north of Bordentown, was also accomplished during this period of time. Thus, late in 1943 a modern high speed traffic artery was available for traffic from Trenton to Fort Dix.

Congestion and delay to war workers occasioned by heavy crossing traffic at the intersection of Route 25 and Port Street in Newark prompted the immediate undertaking of that part of our ultimate plan for modernizing Route 25 through Essex County calling for a grade separation at this point. The Access Road improvements on Port Street completed in June 1943 had merely transferred the point of congestion on that road to this intersection. This had been forseen by the Department and we were in a position to cooperate with the Federal Shipbuilding Corporation, Brewster Aeronautical Corporation, and U. S. Navy authorities by immediately placing the necessary work under contract. The expense is being financed by 75% Federal Aid and 25% State matching moneys. The contractor started work on September 23rd and it is expected the improved facilities will be entirely opened to traffic about the first of June 1944.

Strategic Military Network

Three important projects were under construction on the strategic military network.

The section of Route 28 known as the Lebanon Relocation, a part of the ultimate plan of dualizing and modernizing this highway between Route 31 at Somerville and Route 30 at Clinton Point, was completed on November 5, 1943, almost two years after the contract was awarded. By-passes at White House and North Branch had been opened to traffic in 1942, leaving Lebanon as a particularly sore spot until late in 1943. The old road through the business section of Lebanon is narrow and conditions had been congested and hazardous through this community for many years. Four unimproved gaps at the end of and intersticed between the three relocations already constructed probably must await undertaking after the war.

Construction of the viaduct to carry Route S-3 over Berry's Creek and the Erie Railroad, started early in 1942, was still under way during 1943. This has been holding up completion of this very important gap in the highway approaches to the Lincoln Tunnel crossing the Hackensack Meadows between Routes 2 and 3 in Rutherford and East Rutherford. Considerable sub-surface difficulties were encountered and it has been found necessary to change the general plan of design by providing an additional length of viaduct approach at each end instead of embankment approaches. This will require a new contract. Considerable effort has been exerted toward convincing the Federal authorities of the essentiality of completing this project and financing the additional construction with Federal Aid and State matching moneys. Construction performed to date has been financed 100% by the State.

In 1930 surveys were started and a line developed for that section of Route 6 through Passaic County from Union Avenue at Little Falls Station to the Passaic River in Clifton. For fourteen years this section has presented a gap on a major cross-state traffic artery extending from the George Washington Bridge at Fort Lee to the Delaware River at Delaware, comprising the main approach to the north metropolitan area from the west and serving the entire northwestern part of the State. On December 9, 1943, the gap was closed by opening to traffic the two and a half mile stretch through Great Notch from Valley Road to Union Avenue. It also closes a very important gap on the primary strategic military network. At last the Paterson area is relieved of heavy through traffic which has been interfering with local business and community life for many years. Likewise, for Route 6 traffic, a high speed dual highway with grade separations at all important intersecting thoroughfares now takes the place of the time-consuming tortuous route through Paterson over narrow streets with heavy crossing traffic, traffic lights, and all the delays, tension and hazard incident to travelling through a busy community.

A large amount of unusual effort entered into our endeavors to convince the Federal authorities of the importance of this remaining paving on Route 6. An instance was a complete survey of some 150 industries that are affected by the improvement, sending them maps, letters, and questionnaires which eventually developed the data that apparently swung the pendulum in favor of undertaking the work immediately.

The original plans called for three-lane roadways in each direction with a wide center island, the lanes channelized by two foot wide lane separators of concrete flush with the pavement and scored to give a washboard effect for better discernment at night and designed to make the tires sing and thus warn motorists. The Federal authorities only approved of constructing two lanes in each direction at this time to save materials, equipment, and labor. It is planned to construct the remaining lanes immediately after the war. The work already performed was financed on a 75% Federal 25% State basis.

Significant Statement

The Office of Price Administration declared to the Maloney Senate Committee investigating eastern petroleum shortages in January 1943 that "reliance on rubber-borne transportation is considerably more than even the loftiest statements made by the industries connected with the making of automobiles and tires, and by the various associations like the American Automobile Association. In other words, what might seem to have been a matter of trade booming as to the importance of automobiles by interested trade associations or businesses was a considerable understatement, as we have come to know."

The Future

In retrospection, New Jersey has contributed much over the past quarter century to the advancement of highway transportation. Its road pavements have given long service in spite of heavier weights and volumes of traffic. In recent years, however, other States have shown advanced leadership in some respects. Many of New Jersey's major highway problems have lain dormant for many years because of lack of funds to finance the work.

During past years under-designing with premature obsolescence, in the endeavor to stretch the highway dollar further, has occurred in some cases. Speed in planning to expedite construction because of the pressing need of improvements, and the necessity of making many decisions where factual knowledge did not exist has been responsible for mistakes. In many cases, sufficient time has not been allowed for purchase of rights of way. However, a background of experience and knowledge has been gained over the years to guide highway design policy and standards for the future, and it is planned to go further into the field of research and

These improvements will greatly facilitate the large volume of commercial and industrial traffic in the area, the trucking of produce from South Jersey counties, and the large volume of recreational traffic to Jersey shore resorts. The increased capacity of the highway and the saving in time presented will be an inducement to a greater number of people in the New York Metropolitan Area to visit Jersey shore resorts. It will also facilitate commercial trucking and farm trucking from counties lying to the west which come in over Route 29 and combine with Route 25 at Newark Airport.

The next step in this same problem of development calls for construction of a direct artery to the Lincoln Tunnel from Route 25 at the west end of the Skyway in Newark, designed to provide major intersection facilities on the meadows in Kearny to accommodate the ultimate construction of Route 10 through Essex and Hudson Counties. This will not only provide a much needed shorter and time-saving approach to the Lincoln Tunnel, but will relieve the Skyway and its parallel low level route over the old Lincoln Highway of the increasing weight of traffic that can be accommodated by the enlarged facilities to the south.

Consummation of this will eventually create too much traffic for Route 25 from Elizabeth to the Raritan River, and the next step will be construction of that part of Route 100 and S-100 paralleling Route 25 to the east. The ultimate step will be completion of Route 100. This will open up and provide outlets for potentially great industrial areas now lying isolated on the meadows. For many reasons it will be of great economic benefit, not only to the metropolitan area in particular, but to the State of New Jersey as a whole.

A fan of highways including Routes 25, 38, 40, 42, 43, and 45 converges upon Camden. The Admiral Wilson Boulevard or Entrance Road comprises the handle of this fan leading to the Delaware River Bridge. Congestion and inadequate facilities for interchange is interfering with industrial, commercial, commuter, and recreational traffic in the Camden area. To relieve this situation it is planned to channelize the Admiral Wilson Boulevard from the Bridge Plaza to the Camden Airport Circle and construct grade separations in the area to provide traffic interchange and increase capacity by eliminating heavy crossing traffic at grade. This will serve the business interests of Camden and make outlying sections of Camden and Gloucester Counties more desirable for further development, particularly for residential purposes. It will also facilitate traffic to shore resorts.

It is also planned to construct the gap on Route 21 through Newark paralleling the Passaic River to complete this

much needed north-south artery extending from Route 25 to Belleville. The heavy traffic in this part of the metropolitan area must travel over existing narrow streets with 4 right angle turns, traffic lights, and all the disadvantages of inadequate facilities through this unfinished link. The improvement is greatly needed for the purpose of accommodating the traffic generated along its five mile length.

A similarly needed artery is Route 25A, planned to extend easterly from a point west of Broad Street, Newark, crossing Broad Street, and Route 21 on bridges with a new drawbridge over the Passaic River immediately north of the Lackawanna Railroad leading to the heavy industrial area of Harrison. The drawbridge will have an underclearance of 35 feet which will eliminate over 75% of the bridge openings to accommodate river traffic at the nearby lower level old county bridges at Bridge Street and Clay Street which have been overburdened and a source of expensive maintenance and repair. It is hoped to commence the foundations for the new Passaic River bridge during 1944.

Route S-3 is being designed as an express highway. In conjunction with Route 3 at its easterly end and Route 6 at its westerly end it will form a part of the major highway artery from the west and northwest leading to the Lincoln Tunnel with great benefit to intermediate communities. It will place upper Essex and lower Passaic Counties within 15 minutes driving time of New York City. It will provide quick transportation from large centers of population to the mountain and lake resorts of Northern Jersey. It will facilitate transportation of farm and dairy products from northwest counties to rich metropolitan markets. It will provide a modern outlet to the west for that part of Hudson County hemmed in to the east of the Hackensack marshes. It will provide the belt of communities within sight of New York along the Passaic River in lower Bergen and Passaic Counties, and upper Essex County with a modern highway across the narrow strip of meadow lands which have long been a barrier to their progress and convenience. Through traffic will likewise be relieved of the confusion and tension of using present circuitous obsolete facilities with grade crossings at railroads and heavily travelled intersecting roads.

Work has been recommenced on the north tube of the Lincoln Tunnel in anticipation of opening it to traffic late in 1944. Federal approval is expected of proceeding with the completion of the vital link of S-3 crossing the Hackensack Meadows between Routes 3 and 2 in Rutherford and East Rutherford so that it may be opened to traffic coincident with the tunnel opening. This mile and a half section in itself will greatly help by saving as much as twenty minutes in driving time over the present route via the narrow Paterson Plank Road and other local roads and streets which will be relieved of a large volume of through traffic now interfering with community activities and hazardous to all.

The portion of Route 3 carrying the artery to the tunnel approach will be relocated around the built-up section of Secaucus and planned to fit in with the design of Route S-3. This section of Route 3 was undertaken in 1928 prior to projection of the Lincoln Tunnel project, and it has become a bottleneck through Secaucus with serious effect on community interests.

Route 6 from Little Falls Station west to West Caldwell has become obsolete. It was constructed in 1927 with a 20 foot pavement on a 40 foot graded width. Feeding into this stretch on the west is the portion of Route 6 dualized in 1941 with two 20 foot roadways, and on the east the recently completed gap on Route 6 through Great Notch having two 24 foot roadways as well as a 30 foot pavement on Route S-6 comprising the old route through Paterson. Connecting with this section at Singac is Route 23 which extends northwesterly through the recreational and dairy areas of Passaic, Morris and Sussex Counties to Port Jervis. Bad traffic conditions have existed along this stretch and have particularly interfered with access to the Caldwell plant of the Wright Aeronautical Corporation. With this improvement, together with dualization of the section of Route 6 constructed in 1930-31 from Little Ferry to Fort Lee, and construction of the additional traffic lanes on the section through Great Notch, this highway artery may be considered modern from the George Washington Bridge to Denville.

The great dairy industry and recreational areas of New Jersey's northwest will be greatly benefitted by the dualization of Route 6 westerly from Denville to Route 31 at Netcong. This calls for by-passing the congested Dover area to the north so as to utilize the recently completed million dollar Federal access Road facilities at Picatinny Arsenal which have been designed to accommodate the intersection of Routes 6 and 6A. Route 6A will eventually take off from this intersection and extend northwesterly through the recreational and dairy areas of Morris and Sussex Counties, connecting at Ross' Corner with Route S31 which will continue the artery northwesterly through Sussex County to the Delaware River. A heavy volume of truck traffic uses Route 6 through Dover, an industrial area and the commercial center of this part of Morris County. A greater volume of traffic will develop as the improvements mentioned are consummated along this artery to the east on Routes 6 and S-3. Dover will be relieved of the boxcar procession of trucks and other vehicles, and through-bound traffic will likewise be relieved of the delays, tension, and hazard of travelling through a busy community. The bypass will also solve the problem at Mine Hill where the heavy grades have slowed up trucks, delayed all traffic, and presented a serious traffic hazard for many years.

For many years heavy cross-state commercial traffic on Route 28 between Route 30 at Clinton Point and Routes 29 and 31 at Somerville has caused congestion and hazard, has been a detriment to farm trucking from the surrounding area into metropolitan markets, and has interfered with the normal activities of the

several communities through which it passes. The existing highway was completed twenty years ago. Bypasses of North Branch, White House, and Lebanon were completed recently and now provide modern dual highways at those locations. It is planned to fill in the gaps with dual construction. A later step will be to continue the improvement of Route 28 westerly to a connection with modern facilities already provided approaching Phillipsburg from Still Valley. Plans already completed call for modernization of that part of Route 24 which comprises the part of this general artery leading through Phillipsburg to the Delaware River Bridge.

Route 35 is a high speed dual highway with crossing traffic minimized by grade separations from Route 25 southerly through the Amboys to Laurence Harbor, leaving a four mile bottleneck south of Laurence Harbor to Keyport where Route 36 begins and extends along the bay front to Highlands, Route 35 continuing southeasterly through Red Bank toward Asbury Park and points south. Modernization of this gap is actually related to improvements proposed on Route 25 through the metropolitan area insofar as accomplishment of the particular object of facilitating recreational and commercial traffic to shore resorts along the northerly Jersey coast and farm trucking to metropolitan markets is concerned. It is planned to relocate the highway toward the west and provide a dual grade separated highway with 38 foot roadways each side of a 30 foot center island.

Commercial and industrial Trenton has been suffering congestion and economic loss because of conflicting traffic movements over narrow streets laid out for provincial purposes during a former century. Studies are under way toward development of a plan to serve the commercial and industrial interests together with the large amount of traffic generated in the area, and relieve the community of the injurious effects of a large volume of through-bound traffic, at the same time providing high speed transit for that traffic. The general scheme being considered would utilize the abandoned portion of the old Delaware and Raritan Canal to provide a dual grade separated artery from the Bridge Street Delaware River Bridge to the Brunswick Pike (Route 26) with ample provisions for directional interchange. The plan will be developed to accommodate Route 29 to extend from Lambertville and a new artery to follow the old canal bed southerly to a connection with Route 39 south of White Horse in Burlington County.

To adequately serve commercial and industrial enterprises along the Delaware River waterfront from Westville to Penns Grove and the several intermediate communities, and to open up the territory for greater development, it is planned to complete the modernization by dualization of Route 44 from Westville to Bridgeport. Communities will be by-passed to relieve them of congestion and the continuous procession of through-bound truck and commercial traffic which is interfering with community activities.

Particularly to facilitate the trucking of farm products from Cumberland and Atlantic Counties and parts of Gloucester and Salem Counties to New York metropolitan markets, it is planned to complete the construction of Route 54 from Buena to Hammonton where it connects with Route 39 extending northerly to Route 25 at Bordentown.

The obsolete nature of the White Horse Pike (Route 43) which artery continues over the Absecon Boulevard (Route 56) into Atlantic City, together with the main shore-line artery over Route 4 north and south of Absecon calls for modernization of these facilities. The initial step will comprise a five mile relocation of the White Horse Pike around Absecon with a grade separation and provisions for directional interchanges at Route 4 to eliminate congestion and delays on both Routes 4 and 43. This will comprise the first link in an ultimate high speed highway extending across the State to Philadelphia to relieve communities along the White Horse Pike of the heavy burden of recreational traffic and to promote a greater use of south Jersey shore resorts. A new parallel dual highway is proposed on a 250 foot right-of-way with two 38 foot roadways separated by a 50 foot center island, important intersections separated. The Absecon Boulevard (Route 56) will be dualized.

Respectfully submitted,

C. F. Bedwell
Acting State Highway Engineer

NEW JERSEY STATE HIGHWAY DEPARTMENT

SUMMARY OF NEW CONSTRUCTION

DURING 1943

MILEAGES AND TYPES OF PAVEMENT					NUMBER OF BRIDGES			VALUE OF WORK ACTUALLY PERFORMED DURING 1943				
CONCRETE	BIT. CONC.	GRAVEL	GRADING	TOTAL	STREAM BRIDGES	GRADE SEPARATIONS		ROAD WORK	STREAM BRIDGES	GRADE SEPARATIONS		TOTALS
						RAILROAD	HIGHWAY			RAILROAD	HIGHWAY	
1. STATE HIGHWAY WORK AWARDED PREVIOUS TO 1943 WHICH WAS COMPLETED IN 1943.												
6.674	0.931		4.274	11.879	6	1	2	$ 526,969.59	$ 27,721.13	$ 144,979.03	$ 884.36	$ 700,554.11
2. STATE HIGHWAY WORK AWARDED PREVIOUS TO 1943 WHICH CARRIED INTO 1944.												
6.099	0.440			6.539	6	1		966,535.31	417,913.86	299,961.64		1,684,410.81
3. STATE HIGHWAY WORK AWARDED AND COMPLETED IN 1943.												
0.221	0.516			0.737	1		2	216,725.13	168,579.91		27,583.33	412,888.37
4. STATE HIGHWAY WORK AWARDED IN 1943 WHICH CARRIED INTO 1944.												
	0.590			0.590			1	208,896.42			59,727.78	268,624.20
5. FEDERAL ACCESS ROAD PROJECTS:-												
STARTED PREVIOUS TO 1943 AND COMPLETED IN 1943.												
4.660	3.865			8.525	1	1		725,388.26	4,904.93	14,104.06		744,397.25
STARTED PREVIOUS TO 1943 - CARRIED INTO 1944.												
5.234	0.453			5.687	6	1	2	995,889.18	39,558.78	101,316.37	29,547.15	1,166,311.48
STARTED AND COMPLETED IN 1943.												
	2.098	8.723		10.821		1		313,593.10		100,196.45		413,789.55
STARTED IN 1943 - CARRIED INTO 1944.												
0.153	9.464			9.617				160,748.82				160,748.82
23.041	18.357	8.723	4.274	54.395	20	5	7	4,114,745.81	658,678.61	660,557.55	117,742.62	5,551,724.59

NEW JERSEY STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

CONSTRUCTION UNDER WAY IN 1943

ROUTE	SECTION	LOCATION	COUNTY	TYPE OF PAVEMENT - MILEAGE				TOTAL MILEAGE	ADJUSTED CONTRACT AMOUNT			AM'T COMPLETED PREVIOUS TO 1943	AMOUNT COMPLETED IN 1943	AMOUNT TO BE COMPLETED IN 1944	DIST.
				CONCRETE	BIT.CONC.	GRAVEL	GRADING		ROAD	BRIDGE	TOTAL				
		CONTRACTS CARRIED OVER FROM 1942													
S3	1	ERIE RR. & BERRYS CREEK VIADUCT	BERGEN							$ 719,206.51	719,206.51	290,600.37	299,961.64	128,644.50	BR.
4	45	CAPE MAY COUNTY CANAL TEMP. BRIDGE APPROACHES	CAPE MAY		0.501			0.501	49,983.55		49,983.55	43,177.49	6,806.06		MT.
6(1917)	16	BROADWAY & JERSEY AVE.,GLOUCESTER & BROOKLAWN	CAMDEN	1.628	0.430			2.058	310,819.37		310,819.37		310,819.37		SO.
6	9A	UNION AVE.- VALLEY RD. (DUAL PAVING)	PASSAIC	2.620				2.620	470,515.94		470,515.94	11,361.95	438,675.83	20,478.16	NO.
* 18	1	OLD BRIDGE - ROUTE 4	MIDDLESEX				4.274	4.274	163,684.04	16,574.04	180,258.08	165,679.04	14,579.04		SO.
25	30C	REMOVAL OLD PASSAIC RIVER BRIDGE	ESS.& HUD.							112,753.28	112,753.28	87,665.53	25,087.75		BR.
28	22A	LEBANON RELOCATION (DUAL PAVING)	HUNTERDON	2.846				2.846	430,037.28	48,618.75	478,656.03	324,256.77	154,399.26		SO.
28	25 & 26	BRIDGES OVER STATION RD. & NO. BR. RARITAN RV.	SOMERSET							266,476.71	266,476.71	265,230.31	1,246.40		BR.
28	25B-26A	NORTH BRANCH RELOCATION (DUAL PAVING)	"	2.200				2.200	495,470.51	8,916.70	504,387.21	467,833.25	36,553.96		SO.
35	38	CHEESEQUAKE CREEK BRIDGE	MIDDLESEX							949,866.12	949,866.12	752,377.33	167,488.79	30,000.00	BR.
35	38	N.Y. & L.B. OVERPASS, MORGAN (SUBSTRUCTURE)	"							107,057.70	107,057.70		107,057.70		BR.
35	38A	MORGAN - LAURENCE HARBOR (DUALIZED)	MIDDLESEX	1.269				1.269	479,161.04		479,161.04	203,683.00	197,303.61	78,174.43	SO.
39		P.R.R. UNDERPASS, BORDENTOWN (WIDENING)	BURLINGTON							80,475.10	80,475.10	42,553.77	37,921.33		BR.
39	1C & 2A	BORDENTOWN - MANSFIELD SQUARE (DUALIZED)	"	2.210				2.210	562,354.03	131,833.20	694,187.23	209,899.14	432,644.06	51,644.03	SO.
44	9	WELLS AT VERGA	GLOUCESTER						5,198.88		5,198.88		5,198.88		SO.
54	1	OVERPASS OF ROUTE 42	ATLANTIC							59,395.58	59,395.58	58,511.22	884.36		BR.
** 56	1	BEACH THOROFARE BRIDGE, ATLANTIC CITY	"		0.440			0.440	133,249.18	1,033,702.97	1,166,952.15	473,652.41	148,336.88	544,962.86	BR.
		ACCESS ROADS TO MILITARY ESTABLISHMENTS AND WAR INDUSTRIES (100% FEDERAL MONEY)													
DA-NR	2	TO NAVAL SUPPLY DEPOT, BAYONNE	HUDSON		0.497			0.497	152,191.54	119,604.53	271,796.07	246,500.47	25,295.60		NO.
DA-NR	5	AVENUE "E", BAYONNE	"		0.530			0.530	74,057.62		74,057.62	34,496.18	39,561.44		NO.
DA-WR	2	TO PICATINNY ARSENAL (ROUTE 6A)	MORRIS	0.746	0.453			1.199	551,684.69	278,015.87	829,700.56	420,899.24	396,738.11	12,063.21	NO.
DA-WR	5	PLAINFIELD AVENUE TO CAMP KILMER	MIDDLESEX	1.145				1.145	66,901.89	4,904.93	71,806.82	7,166.05	64,640.77		NO.
DA-WR	6	TO U.S. MOTOR RECEPTION PARK, CARTERET	"		1.940			1.940	201,579.58		201,579.58	21,051.25	180,528.33		NO.
DA-NI	4	FAIRVIEW STREET & MORGAN BLVD., CAMDEN	CAMDEN		0.785			0.785	134,421.90		134,421.90	125,050.00	9,371.90		SO.
DA-WR	1B(1)	FORT DIX ACCESS ROAD, SECTION 1	BURLINGTON	4.488				4.488	802,855.43	97,023.37	899,878.80	107,100.00	769,573.37	23,205.43	SO.
DA-WR	1(1)	FORT DIX ACCESS ROAD, SECTION 2	"	3.515				3.515	668,183.69		668,183.69	249,465.00	418,718.69		SO.
DA-NI	6	PORT STREET, NEWARK, EAST OF DOREMUS AVE.	ESSEX		0.113			0.113	8,374.20		8,374.20	2,093.68	6,280.52		MT.
		STATE HIGHWAY PROJECTS COMPLETED IN 1943		6.674	0.931		4.274	11.879	1,455,193.63	700,267.86	2,155,461.49	1,454,907.38	700,554.11		
		STATE HIGHWAY PROJECTS CARRIED INTO 1944		6.099	0.440			6.539	1,645,280.19	2,834,608.80	4,479,888.99	1,941,574.20	1,684,410.81	853,903.98	
		ACCESS ROADS COMPLETED IN 1943		4.660	3.865			8.525	1,305,710.42	124,509.46	1,430,219.88	685,822.63	744,397.25		
		ACCESS ROADS CARRIED INTO 1944		5.234	0.453			5.687	1,354,540.12	375,039.24	1,729,579.36	527,999.24	1,166,311.48	35,268.64	
		GRAND TOTALS		22.667	5.689		4.274	32.630	5,760,724.36	4,034,425.36	9,795,149.72	4,610,303.45	4,295,673.65	889,172.62	
		CONTRACTS AWARDED IN 1943													
4 & 35	11B	COMPLETION OAK ST. GRADE SEPARATION	MIDDLESEX		0.216			0.216	49,152.43	27,583.33	76,735.76		76,735.76		SO.
21	2A	DEMOLITION WILKINSON-GADDIS BUILDINGS	ESSEX						57,889.00		57,889.00		57,889.00		NO.
21	2B	SOUTH ST. TO ASTOR ST., NEWARK	"		0.300			0.300	35,599.40		35,599.40		35,599.40		NO.
25A	Detour	CONVERSION H. & M. RR. PASSAIC RV. BRIDGE	ESS.& HUD.	0.170				0.170	40,877.37	168,579.91	209,457.28		209,457.28		NO.
25	32B-34A	PORT ST. GRADE SEPARATION, NEWARK	ESSEX		0.590			0.590	291,988.15	60,331.09	352,319.24		268,624.20	83,695.04	NO.
39	1B	PAVING P.R.R. UNDERPASS, BORDENTOWN	BURLINGTON	0.051				0.051	17,541.24		17,541.24		17,541.24		MT.
		MISC. CONSTRUCTION BY MAINT. DIV.							15,665.69		15,665.69		15,665.69		MT.
		CLEANING SKILLMAN RESERVOIR (DEPT. I. & A.)	SOMERSET						(Not Included in Totals Below)		42,403.35		40,753.35	1,650.00	SO.
		ACCESS ROADS TO MILITARY ESTABLISHMENTS AND WAR INDUSTRIES (100% FEDERAL MONEY)													
DA-NI	6B(1)	PORT STREET, NEWARK	ESSEX		0.680			0.680	119,103.24	100,196.45	219,299.69		219,299.69		NO.
DA-NR	7	ROAD TO ISLAND BEACH COAST GUARD STATIONS	OCEAN			8.403		8.403	112,116.56		112,116.56		112,116.56		SO.
DA-WR	7	ROAD TO CAMP EVANS	MONMOUTH		1.418			1.418	74,263.08		74,263.08		74,263.08		SO.
DA-NC	9	HIGBY LANDING ROAD	CAPE MAY			0.320		0.320	8,110.22		8,110.22		8,110.22		MT.
DA-WR	9	WRIGHTSTOWN-PEMBERTON RD., EMMONS CORNER	BURLINGTON		0.165			0.165	19,562.23		19,562.23		16,250.00	3,312.23	SO.
DA-WR	10,11,12	ROADS TO FT. MONMOUTH, CAMPS WOODS & COLES	MONMOUTH		3.635			3.635	128,095.93		128,095.93		124,060.00	4,035.93	SO.
DA-WI	13	ROAD TO WRIGHT PLANT, WOODRIDGE & LODI	BERGEN	0.153	0.183			0.336	20,211.20		20,211.20		904.00	19,307.20	NO.
DA-WR	14	KNICKERBOCKER ROAD TO CAMP SHANKS	"		5.481			5.481	21,296.02		21,296.02		19,534.82	1,761.20	NO.
		STATE HIGHWAY PROJECTS COMPLETED IN 1943		0.221	0.516			0.737	216,725.13	196,163.24	412,888.37		412,888.37		
		STATE HIGHWAY PROJECTS CARRIED INTO 1944			0.590			0.590	291,988.15	60,331.09	352,319.24		268,624.20	83,695.04	
		ACCESS ROADS COMPLETED IN 1943			2.098	8.723		10.821	313,593.10	100,196.45	413,789.55		413,789.55		
		ACCESS ROADS CARRIED INTO 1944		0.153	9.464			9.617	189,165.38		189,165.38		160,748.82	28,416.56	
		GRAND TOTALS 1943 CONTRACTS		0.374	12.668	8.723		21.765	1,011,471.76	356,690.78	1,368,162.54		1,256,050.94	112,111.60	

* CONTRACT ANNULLED THROUGH "STOP CONSTRUCTION ORDER" OF WAR PRODUCTION BOARD.

** WORK SUSPENDED 5/31/43 UNTIL SUCH TIME AS CONTRACTOR CAN OBTAIN MATERIALS TO COMPLETE SUPERSTRUCTURE.

ANNUAL REPORT OF SURVEY AND PLANS DIVISION FOR 1943

The year 1943 differed from former years in the variation of activity in this Division. Although a few projects were made ready for contract as speedily as possible, in general, preparation of plans was continuous but without the usual heavy pressure. This gave us an opportunity to pause and reflect; to appraise the building of past years; to measure its worth to the motoring public; to gather and weld heterogeneous ideas into a clearer conception of the modern highway, its needs and its services, and to peer into the future, trying to discern more of the details of that pattern which we must endeavor to fit.

In our highway programs we have, for the most part, passed through the stage of merely providing the old wagon road with a smooth all-weather surface. We entered the stage of trying to furnish enough paved surface to accommodate the increasing use of the motor vehicle. Although we have not finished this we are entering a new stage, that of planning our phase of the economy of the future. We have seen the effect of the old and predominant means of transport on the changing use of land, the changing habits of our citizenry, the changing methods of doing our day's work and utilizing our leisure hours. The war scarcity of rubber and gasoline has emphasized the extent to which the automobile, as a new means of transport, is causing changes. That which was a plaything in our youth has become a dependable and essential part of our every day existence. Easy accessibility to more places for the many has changed even the homes we live in - both as to kind and as to location. No longer must we live within walking distance of our work. Dependence on mass transportation is giving ground to reliance on individual transportation. This wider freedom to choose where we shall live, where we shall work and shop and visit and find amusement has changed basic social habits. Those in agriculture have sensed this new freedom and advantage has been taken of selective and wider markets - including the roadsides. Those in industry have found new and profitable sites away from the city. Industry is no longer chained to any one source of labor supply nor to a single method of transport.

Our cities were laid out for older means of transport. The effect of the automobile could not have been foreseen. Newer land developments fit this new vehicle better; old developments suffer blight until rejuvenated and adapted to the new ways. This trend seems likely to continue its course until all our old pattern of development has been adjusted to a fuller utilization of the new vehicle. This means that the highway network too must be shaped to meet the needs of the new pattern. The State System must form the backbone of that network. To perform its function it must be always ready to carry vehicles comfortably, speedily, safely, and directly from locality to locality and from region to region.

Provision for the main flows of movement is a general rather than a responsibility of those in small areas. As a corollary, the local interest must yield to the greater interest.

One phase of our function - seeking the support of the people - has been neglected in past years. Our citizens know little, and consequently care little, of what we are trying to accomplish. They sense the importance of the automobile in securing for them a more pleasant life but they think only occasionally of the need of theirs and thousands of other automobiles of more suitable paths to travel. Improvements meet their approval and they take for granted continuance of improvement. Have they not hired others for the purpose and entrusted them with the duty of meeting the demands of the future? This is an obligation we cannot escape. Nor should we neglect to inform them of the importance of preparing now for what lies ahead and bringing to their attention the necessity of means to accomplish it. Few can be expected to continue to support large expenditures without an understanding of how the results affect them. Education of the people who use the highways directly and indirectly is essential if we are to continue to do what ought to be done at the rate it is needed. Perhaps this subject is not a duty of this Division but, until it is the specific duty of some unit of our organization, it behooves all of us to mention and focus attention on it.

The duty of this Division is confined to the study of the present and future requirements of highway traffic; to plan to meet those requirements adequately; to improve the operating characteristics of our designs; to extend the useful life of our works, evading both premature obsolescence and avoidable deterioration; to reduce the cost of upkeep and replacement; to locate and design in accordance with the fact that the cost of vehicle operation is tremendous as compared with the cost of construction; to bear in mind the many things that reduce the cost of vehicle operation; and to evaluate the various factors of design and construction in terms of service; and to keep these in their proper proportion..

To do this we must first realize that the art of highway building is fluid, not static. We must be ever ready to abandon the old and less useful and take hold of the new and better ways of doing. We must seek out the new and the better. Other states and other agencies also are doing this. We must learn of their findings. But because New Jersey's location is where the Nation's densest traffic occurs and, because the density of population is among the greatest where we must build our roads, we encounter many problems ahead of the other States. Consequently, we can learn little about these from them. We must pioneer and find solution s by our own efforts. In these solutions the others can follow us, profiting by our mistakes, but in many other problems we can learn from them. Thus we have two specific duties (1) to keep abreast of the new knowledge others are gaining, and (2) to uncover and develop new knowledge on our own account.

While the main activity of this Division is making the surveys and plans and preparation of contracts for the construction of the State Highway System, activities that may be regarded as of equal basic importance in the long run deserve special notice at this time. These are the studies, investigations, and experiments leading to improvement of our product - both structurally and operationally. These may be designated under the term: Research. Although for many years the public has known that industry has devoted an increasing effort to make products better at less cost and to find new products, there has been little public interest - and perhaps some opposition - about expenditure of tax money in experiments for better and more durable highways. There has been no attempt to sell the idea to the public nor to ask for its support. The savings in maintenance, replacement, and functional obsolescence by reason of research can be a huge proportion of the money spent for roads. No one expects engineers to know all about highway building and design by reason of a four year general course in Civil Engineering. Nor do engineers acquire this knowledge automatically in doing their daily tasks. It must be sought diligently. It is expected of those entrusted with the functions of government to inform the public of the needs and lead the way in their attainment. The situation is that research in highway engineering is spotty, unorganized, and ineffective in comparison to the demands of the situation.

For instance, New Jersey experienced trouble at the joints in concrete pavements back in 1931. Every effort was made to learn from others the causes and remedy. Being unsuccessful - as it was a new phenomenon - this Division devoted continuous effort to the problem for many months. This included the construction and partial destruction of a test road by heavy truck loads. Before the experiment was completed it was stopped - presumably because of criticism of waste. Timidity and unwillingness to explain reduced the value of the knowledge that could have been obtained from the investment. However, the greatest use was made of the limited amount we had learned and a new joint structure, capable of supporting heavy loads without deterioration, was devised and used with minor modifications since 1934. In later years some other States began to experience the same troubles and after much effort reached the same general conclusions that we had reached previously. This trouble has continued in many places - even on pavements recently built in other States. The heavy trucking of the war has accentuated this trouble and caused many failures. But no pavement constructed on the New Jersey State Highway System since 1934 has failed from truck loads. This situation was of such general interest that a complete report on this and related troubles was presented in December to the Highway Research Board in order that other States might profit by New Jersey's experience. This small uncompleted experiment saved the State a very large sum in avoidance of early replacement; the return was many times its cost which was insignificant in terms of the investment in concrete

pavements in New Jersey. Had it been completed and other experiments started immediately and pursued diligently greater savings would have accrued to the people of this State.

The above incident illustrates one phase of our structural research. Of equal importance is the operational problem of fitting the lines of the road to the needs and habits of the drivers. Often what the driver sees, especially at night and in bad weather, is a confusion of lines and objects - evan an optical illusion in many cases. Travelling at prevailing speeds he hasn't always enough time to sort out correctly the many things he sees. His reactions cannot anticipate his speed and he is in trouble. The drawings disclose no reason for trouble; daylight inspection by those familiar with the road can hardly show how it appeared to the driver in the circumstances. Only those trained long to observe the unusual and to imagine what the driver might have thought can diagnose the trouble, prescribe the remedy, and supply to the designer the information needed to avoid the same trouble in other places. Accidents, if studied consistently and imaginatively, often disclose hidden faults in design that can be eliminated at little or no cost. This is a phase of our research being handled in connection with our traffic engineering functions. While it has its economic aspect it is more one of improved service in safety and comfort.

Somewhat along the same line is another function assumed by this Division; that of evaluating the various kinds of services a highway furnishes to the user. Often it is very difficult to obtain any definite information. Painstaking observance of traffic speeds and behavior under many different conditions gives most of the clues to this and to the officiency of comparable designs. Perhaps for a long time definite rules cannot be established but the careful analysis of the observations furnishes many guides to better judgment.

The selection of construction programs has long been devoid of scientific bases. Reliance is had on the familiarity with general conditions, judgment of needs, and a desire to spread improvements geographically. Sometimes this has resulted, on the one hand, in excellent service where the needs have been loss and, on the other hand, postponement of the alleviation of sore spots in other localities. Moreover, some improvements require so large a part of the funds available in any one year to make even a significant start that such projects are naturally deferred - adding to the unbalance of the development of the System.

A modern highway may be defined as one that allows reasonably free movement safely and with an economy of operation consistent with the oost of its construction and upkeep. Although many of New Jersey's highways require multiple lanes, separation of opposite direction traffic, separation of grades to avoid crossing and turning conflicts, low gradients and flat curvature, directness

of alignment, and a large measure of roadside control of development and access, these are but features promoting that freedom of movement safely within the justifiable cost of construction consistent with the cost of operating the vehicles over the highways. Not all highways require all of these features. Many will remain simple two lane roads on narrow rights of way with little or no roadside control. For the greater traffic loads these features are added to effect freedom and economy of movement. Determination of the scope of design for each unit of highway involves a study of the necessity of these features so that the investment may not be impaired by obsolescence of location or design. In the past the traffic load could not be foreseen; the hazards of design that are accentuated by higher speeds could not be foreseen; nor were the economies of operation gauged correctly. The knowledge of these things did not exist and even today the yardsticks by which to measure the necessity for them and the relationships between them are not well developed although we are now engaged in analyzing quite a mass of data on the subject.

After the scope of design is settled the work of location for final determination of alignment requires a large amount of mechanical work and study. Discussion and negotiation with public bodies, utilities, and others proceed until major differences are adjusted. Following this the preparation of plans for acquisition of rights of way, surveys and plans for bridge designers, preparation of construction drawings and contracts take a great deal of time because of the large amount of detail necessary to correlate. Not only time is consumed but the work requires judgment and skill of a high order. So that the work may proceed in an orderly manner every effort is made to furnish the Bridge Division with the necessary field data for bridge design as soon as possible and to follow this with such information that preliminary steps can be taken by the Real Estate Division to acquire the right of way. Gradually, over the years, procedures serving these purposes have been improved. It is still desirable and more economical to acquire right of way without haste and pressure of contractor's operations. A longer interval between completion of plans and construction operations will benefit right of way negotiations and also provide sufficient time for proper review of plans in the Trenton office.

Field Offices

The bulk of the work of the Division was carried on in seven field offices located at Montclair, Newark, South Amboy (later moved to Perth Amboy), Flemington, Woodlynne, Pleasantville, and Cranbury. This latter office was temporarily abandoned February 15 because of the temporary reduction of our forces and curtailment of auto use. The men in these offices made all field surveys, right of way, construction, and special plans, and furnished engineering service to other divisions, principally in fixing lines and grades, and measuring quantities of work done on construction contracts.

Personnel

This Division is old in experience; most of the engineers have been with this Department from 15 to 25 years, many after graduation in engineering courses. The responsibility of carrying through programs successfully has been accepted and the work accomplished speaks for itself. Continuity of employment in a single branch of engineering and in a single organization has borne the richest fruit . The organization is well equipped to perform the best grade of work. This situation deserves recognition - evidenced by a raising of the standard of remuneration.

During the war period there has been a continuous drifting away of our engineering forces to join the armed services or to enter war work. This has caused disintegration of trained units and has required continuous rearrangement and combination of parties. Many of the men lost were experienced and skilled even though the bulk of them were in the lower age group. While the work suffered on this account, this has been compensated to some extent by an increase in morale by reason of the salary adjustments and emphasis on the development of a post war program. Older men have responded with renewed vigor in handling assignments formerly performed by younger men.

At the start of 1941 our engineering personnel up to and including Senior Civil Engineer consisted of 239 men as compared with our present force of 117 men in this group, a reduction of more than half. This reduction included resignations, military leaves, other leaves of absence, retirement, death, and transfer to other divisions. It is significant to note that in the lower grades comprising Junior Civil Engineer, Engineering Draftsman, Rodman, Draftsman, and Chainman, we now have only 11 men out of a former total of 104. There were 68 resignations from this lower grade group.

There is a serious shortage of experienced and skilled road designers and draftsmen. The curtailed programs of work during the 1930s, accompanied by lay-off of those having less seniority, did not allow for the training of younger men in this field and the logical building up of our organization. Now the shortage of men of this calibre presents a serious problem for the future, especially in contemplation of enlarged programs of work immediately following the war.

Formerly preliminary investigations of ownership of properties required for rights-of-way were made in the various court houses by members of our engineering corps. Because of the scarcity of engineering assistants, a number of Title Searchers were borrowed from the Title Bureau to perform this work. This has proved to be a very satisfactory procedure, and it is planned to use Title Searchers for this purpose as long as they are available, and thus conserve our engineering manpower. Another advantage is that this work is now being done in such a way as to be

acceptable to the Title Bureau in their property searches, and eliminates the necessity of repetition.

Automobile Use

A special effort has been made to limit the use of automobiles to conserve gasoline and tires. In general, employees have been conscientious and have cooperated in this effort at considerable inconvenience to themselves. The objective was to curtail the use of State cars by 50%. After much study this was accomplished by doubling up engineering parties, using public conveyances, re-assigning personnel, concentrating work on certain projects of easy accessibility, and deferring work on projects requiring a large amount of car use. However, there can be no presumption that the work did not suffer in efficiency on this account.

Drainage

Years ago highway drainage was a simple matter. Water falling on the road either drained over the edges or ran along the gutters to a running-off point. Cross pipes or bridges were placed at low points and streams. The troubles with scour were not too many nor serious. Abutting property owners complained a little but were so glad to get a hard surfaced road that they accepted the minor irritations caused by the small amount of water with good grace. The increased width of roadway of late years and the greater development of abutting property, accompanied by a change of attitude of property owners, have added to drainage requirements and have highlighted old inadequacies, adding to the number of justifiable complaints.

The requirements of new highways and the complaints on old highways demand specialized study, for the cost of drainage is becoming an important item in our expenditures. Rather than have these matters handled wholly by regular personnel, often causing serious interruption in the progress of the work, it seemed better to develop specialists for the purpose. Accordingly, two men were designated to make a more intensive study of drainage design and be responsible for all work of that nature. They have done considerable work in review and research of past and present practice.

The adequacy of drainage facilities varies with duration and intensity of rainfall; run -off factors, which in turn depend on slope, extent, shape, and kind and condition of the receiving and flowing surface, especially shoulders; design of carrying structures; and the frequency-necessity factor of avoiding floods of any given duration. Drainage formulas embody many empirical values. They are not too well adapted to highway work of the scope found in New Jersey. Consequently, much investigation is desirable to bring values into reasonable line with conditions. Progress has

been made both in basic study and in improvement of design of drainage structures, some of which we must prove by many experimental installations on future projects. However, there is no phase of engineering so uncertain of economical solutions as drainage. To avoid wasteful extravagance on the one hand and gross deficiencies on the other requires long experience and the best of judgment.

Summation of Surveys and Plans Work

The Surveys and Plans Division during 1943 completed the plans, specifications, and contract papers for 5 State Highway projects, estimated to cost $508,713.28, and 8 Federal Access Road projects, estimated to cost $502,758.48, that were placed under contract for construction. These projects are listed in the tabulations of the construction report. Additional plans and specifications were completed for 8 State Highway projects estimated to cost $6,100,000.

Studies, surveys, design, and preparation of plans were under way on 36 State Highway projects, estimated to cost $43,990,000, and 3 Federal Access Road projects estimated to cost $141,000. The evaluated status of the plans for the State Highway projects in various stages of completion is estimated to be $15,213,700. Thus, at the end of 1943, the total value of plan development for future projects on the State Highway System stood at $21,313,700, including the backlog of such work performed in previous years.

Engineering on Construction Projects

Setting stakes for lines and grades during construction was performed for 32 State Highway and Access Road projects having a total length of 54 miles and a total contract value of $6,772,196.12, of which $4,114,745,81 was completed in 1943.

As-built surveys were made of 18 completed construction projects, plans prepared, final quantities of work calculated, and various related matters attended to for clearance of the projects prior to departmental audit of final payments and approval of the Public Roads Administration.

Right of Way Maps and Descriptions

During the past ten years over a hundred Property Key Maps had not been filed in the Court Houses because the manpower to revise and correct them prior to filing was not available. During the late period of curtailment of construction and consequent lull in purchase of rights-of-way it has been possible to concentrate on cleaning up this accumulated backlog of work. Filing is going ahead more rapidly because it was decided to be better policy to file the maps even though some ties for locating basic lines are necessarily omitted.

Procedure has been improved in cooperation with the Right of Way (Legal) Division in that descriptions of lands and easements incorporated in condemnation petitions are being so prepared that they do not require changes in form when turned over to the Legal Division. This will result in a saving of time in the preparation of legal papers.

Summary of Work Performed on Right of Way Plans, Etc.

Property Key maps prepared and checked	5
Key Maps prepared for filing in Court Houses	18
Special Maps prepared for filing in Court Houses	6
Property Agreements drawn	240
Special Descriptions prepared	66
Riparian Applications drawn	4
Condemnation Maps prepared	103

ENGINEERING SERVICES

Bridge Division

The usual engineering services were furnished in staking out center lines and grades for bridge construction and making site surveys for use in the design of bridges for new projects.

Maintenance Division

43 engineering investigations were made for the Maintenance Division of drainage problems and requests of municipalities to discharge additional waters into State drainage stystems. Surveys were made and plans developed for 23 of these. Consultation and engineering advice was sufficient for 12 of them. 5 cases were found not to require additional treatment and 3 are still under study.

This work required consultation with municipal and county engineers and individual property owners. Frequently consultation was had with the engineering department of the State Water Policy Commission.

Right-of-Way (Legal) Division

40 condemnation maps used in making official offers to property owners and 63 maps used at the condemnation hearings were checked in the field, work requiring considerable time and attention to detail.

Engineers of this Division were used as witnesses for the State in 64 condemnation cases. Each witness is handpicked for this function. They are required to make a thorough study of each case in order to be fully prepared to present satisfactory testimony in the State's interest.

Equipment Division

A survey was made and plans prepared for roadways and drainage at the Fernwood Service Station.

Electrical Division

Traffic counts are made for the Electrical Division from time to time upon request to determine the necessity of installation or continuance of traffic signals at intersections throughout the State.

Road Return Records

Record searching of the widths of existing roads along legislated State Highways and intersecting roads was continued. Miscellaneous information as to widths, layout, location, and history of roads in the State was gathered. Upon request such information was furnished to other Divisions of the Department and to county and township officials. Special investigations were undertaken in connection with complaints of property owners, encroachments, etc.

Federal Financed Work

In addition to making surveys, plans, specifications, and contracts for the work, certain details and formalities incident to contracting projects financed wholly by the Federal Government were handled by this Division, such as preparing agreements and negotiating with counties, townships, and municipalities covering understandings pertaining to the construction, financing, and maintenance of Access Roads not on the State Highway System. This required collaboration with officials of the political subdivisions and with representatives of the Public Roads Administration.

Estimates of critical materials required in the construction of proposed projects, giving an 18 month forecast of such materials under the Controlled Materials Plan of the War Production Board, were prepared for submission to the Public Roads Administration at quarterly periods. Preference rating applications were prepared for State Highway projects and Access Road projects for submission through the proper channels to the War Production Board.

RESEARCH

Structural

Following is an account of the research work on pavement and foundations for the year.

We are using the existing highways as experimental laboratories. We hope to discover deficiencies in structural design and,

by analysis of the data, to isolate the causes. By recent extensive study and investigation we have acquired vitally needed information to improve the structural design of pavements.

Throughout the year periodic inspections were made of "war-time" concrete pavements constructed in accordance with designs developed during the emergency. Steel reinforcement and steel joint structures were omitted from these pavements and contraction joints were installed to control cracking. During the observance of their behavior, from time to time numerous measurements were taken of the range of movement at expansion and contraction joints. A progressive opening of the contraction joints and closing of the expansion joints are indicated. Further changes are expected and will be observed. Precise levels were taken at a few locations to determine the extent of pavement surface changes.

Joint Structure

A few improvements were made in the design of the standard joint structure which has been used since 1934. Altogether this structure has served quite satisfactorily, especially in eliminating such serious defects in our older pavements as pumping and stepping-off. However, it has been suspected for some time that the dowels developed such resistance to sliding as to increase the pavement tensile stresses during the contraction cycles. Many experiments with several kinds of paint and grease coats indicated that such coatings may not reduce dowel resistance below the maximum now thought desirable. Many designs of dowel sleeves were devised and tested. Finally, one of light sheet metal and resilient paper not only greatly reduced the sliding resistance, but also automatically adjusted itself to maintain positive contact with the dowel. The design of the standard joint structure has been improved in other respects during the past year, particularly in securing more accuracy of installation.

Slab Length

A rational method of calculating the economic length of slab, in terms of subgrade resistance, joint, and cost of reinforcement steel, was evolved during the year and is being studied.

Joint Fillers

Work was continued in the study of several kinds of joint fillers - particularly precompressed wood. This work started in 1942 and this year new methods of testing were devised. Specific studies were made of the suitability and grain direction of several woods, form of fabrication, methods of manufacture, and installation procedure. Until such time as the studies of precompressed wood have progressed sufficiently to warrant its standard usage a substitute of uncompressed wood will be used. A design of this is

being held ready for future use. Some commercial joint fillers were also tested.

Joint Width

The subject of joint width in relation to shock and noise caused by tires dropping into the joint space was studied. Improved tools and methods of joint edging were devised which should materially improve the riding qualities of pavement.

Blow-ups and Pavement Growth

Blowing-up of the pavement, an increasing occurrence in recent years, prompted an investigation of one of the most aggravated cases, Route 35, Section 6; also a few other routes where blow-ups and pavement buckling had occurred. This disclosed that the cause of blowing-up was a combination of slab growth and the replacement of the bituminous filler in the joint spaces by infiltration of incompressible materials. Infiltration was found to be more or less general on many other routes where the joint spaces originally contained the bituminous filler, and evidence of detrimental eccentric pressures at those edges of the pavement near the shoulder was found in numerous instances. These investigations indicate the need of serious study of the causes of concrete growth and for the improvement of joint fillers.

Spalling

Spalling of joint edges of pavement constructed in 1934 and 1935 became prevalent in 1936 and has increased since. Studies indicated that a widening of the joints would give enough space for infiltrated material to compress without failure. To date there seems to be no reason to doubt the efficacy of this remedy.

Subbases

Studies were continued of subbase materials as relating to frost-heaving and sub-drainage. Two drainage test pits were constructed to gauge the necessity of subbase drainage outlets. Sixteen frost-heave plaques were constructed to determine the frost-heaving characteristics of combinations of various natural subbase materials with cement, bitumen, calcium chloride, clay, etc. Precise levels were taken periodically on these plaques during freezing weather and the results are being assembled and correlated.

Precise levels were taken on several heavily travelled stretches of pavement constructed several years ago on 8" sand subbases with standard joints. A comparison of these with levels taken three years previously indicates little change in the pavement surface profile. Observations of the general condition of the pavements indicated no visible deterioration.

Soils

In the past very little investigation has been made to determine the nature and characteristics of the soils native to New Jersey as related to highway construction. Although particularly unfavorable soils have always received special treatment, no general soil classification has been attempted of their less obvious characteristics. Frost action in underlying soils is a cause of severe pavement damage. We propose to study this neglected phase of our general field to a greater extent in the future. Additional personnel with special knowledge and skill is required to make satisfactory progress along this line.

Reflecting Curb

Work was continued in improving the efficiency and a reduction in cost of reflecting curb. A cheaper type of form for constructing reflecting vertical curb was designed, tested, and adopted as an alternate in construction procedure. Also several designs were made to adapt the standard to special conditions in the conversion of older roads to divided highways.

Other Tests

Tests were continued to determine plastic flow and the modulus of elasticity of concrete at varying ages. Small concrete beams were used for this purpose.

Accident Report

A complete report in the form of a compilation of accidents and injuries for 6 years and deaths for 8 years has been made for the State Highway System. This affords safety comparison of routes, municipalities, kind of roads, and widths. Much is being learned from this report about relative safety. Other States and National organizations have become interested in this and we can expect to profit by their experience and interpretation of the results.

The Year Ahead

In conclusion, the main activities scheduled for the coming year are continued and expanded research in the many highway problems facing us and prosecution of the post war program of construction. We are not only proceeding with preparation of plans but also thinking about a triple expansion of our organization to carry on this work. Fortunately, the experience, skill, and general competence of our present force is such that this expansion will be attended by a minimum of friction and waste.

1943
Annual Report
Northern District.

Mr. C. F. Bedwell,
Acting State Highway Engineer,
Trenton, N. J.

Dear Sir:--

I am submitting herewith the Annual Report of the Northern Construction District for the year 1943.

Yours very truly,

C A Burn

C, A, Burn,
District Engineer.

MMH

* ANNUAL REPORT "

YEAR 1943.

STATE HIGHWAY DEPARTMENT

NORTHERN DISTRICT

C. A. BURN, DISTRICT ENGINEER.

* ORGANIZATION CHART *

Northern Construction District

DISTRICT OFFICE

- C. A. Burn, Dist. Engr.
  - **F.W. Tooker**
    Office Engr.
  - F.W. Bird,
    Div. Auditor
  - Mgt. M. **Hennessy**.
    Pr.Clk-Stenog.
  - Mary Chamberlin
    Pr.Clk-Stenog.

FIELD OFFICES

- F. E. Beck, Res. Engr.
  Access Road to Camp Shanks,
  Knickerbocker Road.
- R. M. Beck, Res. Engr.
  Rt. #21, Sec. 2-A.
  Rt. #21, Sec. 2-B.
  Rt. #25, Sec. 32B & 34A.
  Access Road to Port Newark.
  Access Road to Camp Kilmer.
- J. H. Driscoll, Sr. C.E.,
  Rt. #25,A, Detour. H. & M. Bridge
  & Approaches.
  Access Rd. to Wright Aeronautical Corp.
- W. A. Kays, Res. Engr.
  Access Road to U. S. Motor
  Reception Park.
- S. W. Maulbeck, Res. Engr.
  Access Rd. to U.S.Naval Supply.
  Avenue E. Access Road.
- A. A. Paul, Res. Engr.
  Access Rd. to Picatinny Arsenal,
  Sec. 3 & 4-A.
- Maurice Radus, Res. Engr.
  Route #6, Section 9-A,
  (Paving).

CONSTRUCTION PROJECTS COMPLETED IN 1943.

Contracts let in 1942.

Federal Access Roads not on State Highways.

Naval Supply Depot, Bayonne.
Avenue E Access Road, Bayonne.
Plainfield Ave. Access Road to Camp Kilmer.
U. S. Motor Reception Park, Carteret.

Contracts let in 1943.

Port St. Access Road, to Port Newark.
Route #25 A, Detour, H. & M. Bridge Approaches & Bridge.
Route #21, Sec. 2-A, Demolition of Wilkinson & Gaddis Co. Buildings.
Route #21, Sec. 2-B, Paving, Astor St. to South St.

CONTRACTS UNCOMPLETED IN 1943, CARRIED INTO 1944.

State Highway Contracts let in 1942	% Completed
Route #6, Sec. 9-A	95.65
Federal Access Roads	
Picatinny Arsenal Access Road	98.57
Contracts let in 1943. ON State Highways.	
Route #25, Sec. 32B & 34A,	76.4
Federal Access Roads.	
Camp Shanks Access Road	91.7
Wright Aeronautical Corp. Access Road	4.68

NORTHERN CONSTRUCTION DISTRICT - PROJECTS COMPLETED IN 1943.

Route	Section	Local Name	County	Type of Pavement & Mileage Bit.Conc. on Conc.	Bit.Conc. on Macadam	Plain Concrete	Total	Adjusted Contract Amount	Amount completed before 1943	Amount complet in 1943
				CONTRACTS LET IN 1942						
	Federal Access Roads									
		Naval Supply Depot, Bayonne	Hudson		0.46		0.46	152,191.54	141,000.00	11,191.54
		Ave. E Access Road, Bayonne	Hudson	0.53			0.53	74,057.62	34,496.18	39,561.44
		Road to Camp Kilmer, Plainfield Ave.	Midd'x			1.14	1.14	66,901.89	7,166.05	59,735 84
		Road to U.S.Motor Reception Park	"		1.94		1.94	201,579.58	21,051.25	180,528.33
				0.53	2.40	1.14	4.07	494,730.63	203,713.48	291,017.15
				CONTRACTS LET IN 1943						
21	2-A	Demolition Bldgs.	Essex					57,889.00		57,889.00
21	2-B	South St.-Astor St.	Essex		0.30		0.30	35,599.40		35,599.40
25A,	Detour	H.& M.Br.& Approaches	Essex & Hudson			0.17	0.17	40,877.37		40,877.37
							0.47	134,365.77	———	134,365.77
	Federal Access Roads									
Port St.		Access Rd. to Port Newark	Essex		0.68		0.68	119,103.24		119,103.24
				CONTRACTS LEFT UNCOMPLETED IN 1943.					Amount completed in 1943	To Complete
				Let in 1942.						
6	9-A	Union Ave.-Valley Rd.	Passaic	2.62			2.62	470,515.94	450,037.78	20,478.16
	Federal Access Roads									
		Picatinny Arsenal Access Rd. Sec. 3 & 4A	Morris		0.453	0.746	1.199	551,684.69	539,621.48	12,063.21
				Let in 1943						
25	32B-34A	Grade Sep.Port St., Newark	Essex		0.59 (dual hwy.)		0.59	291,988.15	208,896.42	83,091.73
	Federal Access Roads									
		Road to Camp Shanks, Knickerbocker Rd. (Repairs)	Bergen			(5.481)	(5.481)	21,296.02	19,534.82	1,761.20
		Road to Wright Aeronautical Corp.	Bergen		0.183	0.153	0.336	20,211.20	904.00	19,307.20
								41,507.22	20,438.82	21,068.40

SUMMARY OF ROAD CONSTRUCTION PERFORMED IN THE NORTHERN DISTRICT

DURING 1942.

	Pavement & Mileage				
	Bit.Conc. on conc. Foundation	Bit. Conc. on macadam	Plain Concrete	Total	Contract value of Work performed in 1943
Contract work started in 1942 completed in 1943					
Federal Access Roads	0.53	2.40	1.14	4.07	291,017.15
Contract work started in 1943, completed in 1943					
State Highways		0.30	0.17	0.47	134,365.77
Federal Access Roads		0.68		0.68	119,103.24
Contract work started in 1942 uncompleted 1943					
State Highways	2.62			2.62	450,037.78
Federal Access Roads		0.453	0.746	1.199	539,621.48
Contract work started in 1943 uncompleted 1943					
State Highways	(dual highway)	0.59		0.59	208,896.42
Federal Access Roads		0.183	0.153	0.336	20,438.82
Federal Access Roads (Repairs)		(5.481)			
TOTALS-	3.15	4.606	2.209	9.965	1,763,480.66

Route #6, Section 9-A (Paving)

Union Avenue to Valley Road,
In the Borough of Totowa, Township of Little Falls, Borough of West
Paterson and City of Clifton. County of Passaic.

Federal Aid Project SN-FAP-131-H (1)

General Contractors: Franklin Contracting Co.
Bonding Company: Standard Accident & Insurance Co.
Sub-contractor: For curb, sidewalk & Lane Separator: Frapaul Const. Co.
Engineer in Charge: Maurice Radus.

Length of Project: 13827.44' - 2.618 miles
F.A.Length of Project: 13127.44' - 2.485 "
Lengths, Types and Depths of Pavement:

Main Highway

13027' of 2" CABC-1 on 8" Plain Concrete Base Course.
1045' of 3" Pen.Mac.Surface on 5" Mac.Base Course.
800' of 3" Pen.Mac.Surface on 4" Mac.Base Course.
14872' Total.

Lane Separators in each roadway- Total 25647 lin.ft.

Ramps & Intersections

4711' of 2" CABC-1 on 8" Plain Concrete Base Course.
421' of 3" Pen.Mac.Surface on 5" Mac.Base Course.
1213' of 2" CABC-1 on 4" Mac.Base Course and 3" Mod.Pen.Mac.Inter.Course
6345' Total.

Widths Paved: Main Highway 48' - Wider at Ramps and Intersections.
Widths Paved: Ramps, 30, 24 and 20 feet.
Widths Paved: Intersecting Streets: 44, 30 and 20 feet.

Graded Widths: Rock Cuts 118' - 128'.
Earth Cuts & Fills 126'-136'.
Under previous W.P.A. Contract.

R.O.W. is 150' Plus slope rights: Wider at Ramps and Intersections.
Shoulders: Improved stone Type 14' Wide and $5\frac{1}{2}$" Average Thickness at edges of Center Islands and 10' Wide and $7\frac{1}{2}$" Average thickness at outside edges of pavement.
Subgrade: 8" Porous material on earth, clay, trap rock and red sandstone.

Plans & Specifications approved by S.H.C. Sept. 29, 1942.
Date contract awarded: Oct. 14, 1942.
Date contract executed: Oct. 26, 1942.
Contract date for starting work: Nov. 30, 1942.
Date work actually started: Oct. 30, 1942.
Contract time for completion: 140 Working days.
Extensions granted: 15 Working days.
Total working days used to date: $142\frac{1}{2}$ Working days.
Percentage completed to date: 95.65 percent.

Total amount of original contract:	$ 465,459.57
Amount of Extras & Supplementals:	5,066.37
Amount of reductions:	10.00
Adjusted contract amount:	470,515.94
Amount of contract completed to date:	450,037.78
Amount of contract to be completed:	20,478.16

A complete description of this contract was given in the 1942 Annual Report. Work was stopped in December 1942 for the Winter. Contractor resumed operations on drainage work in February 1943. Laying 8" Plain Concrete Base Course was resumed in April 1943 and completed on August 9, 1943. Concrete Curb construction was carried on behind Concrete Base Course. Laying of CABC-1 Pavement surface began in August and was completed in October. Construction of Lane Separator followed behind CABC-1 surface. Stone shoulders and other incidental work was carried on simultaneously during the Summer. Several bad washouts occurred on high fill slopes after hard October rains which were repaired with additional fill and.topsoil, the most serious washout was backfilled with quarry run rock. Topsoiling work followed shoulder and lane separator, after which wooden guard fence work was started. There remains to be completed a considerable amount of wooden guard fence, wood barricades and supplemental wood wash board and sealing of stone shoulders on the long steep grade between Peckman River and Mountain Avenue.

Route #21, Section 2-A,

Demolition of Wilkinson & Gaddis Co. Buildings, Newark, N. J.

Non Federal Aid.

General Contractors:	Jersey City Building Supply & Wrecking Co.
Resident Engineer:	R. M. Beck
Bonding Company:	U.S. Fidelity & Casualty Co.

Plans & Specifications approved by S.H.C.	June 9, 1943.
Date contract awarded:	July 13, 1943.
Date contract executed:	July 13, 1943.
Contract date for starting:	Aug. 2, 1943.
Date actually started:	July 12, 1943.
Date of completion:	Oct. 19, 1943.
Accepted by State Highway Commissioner:	Nov. 10, 1943.
Contract time for completion:	60 Working days.
Extensions granted:	None.
Total working days used:	54 Working days.

Total amount of original contract:	$ 57,889.00
Total amount of final contract:	57,889.00

This project lies in the City of Newark and is bounded by New Jersey Railroad Avenue, Parkhurst St. and Tichenor Lane and has caused considerable annoyance to the travelling public for the past 10 to 12 years. The removal of these buildings from the line of Route #21, is preparatory to temporary paving of this former obstruction of this section . The work of demolition was begun on July 12, 1943 and completed October 19, 1943, six working days ahead of schedule. Some nine buildings, railroad sidings and bridge over N. J. R.R. Ave. were involved, two buildings being of reinforced concrete construction and difficult to wreck. The contractor carried out his work in such a manner that no personal injury occurred or were complaints received from adjacent property owners or City officials.

Route #21, Section 2-B,

Astor Street to South Street, Newark, County of Essex.

General Contractors:	N. J. State Highway Dept. (Maintenance Div.)
Resident Engineer:	R. M. Beck.

Length of Project:	.305 miles or 1612 l.ft.

Length, width, Type & Depth of pavement:
2½" Type T pavement on 3" mod.pen.mac. plus 5" macadam base.
1600 lin.ft. 0 to 57.81 feet wide.

Subgrade:	Sand and gravel.
Right of Way widths:	72 ft. to 182 ft.

State Highway Commissioner directed work to be done by the Maintenance Division:	Aug. 27, 1943.
Date actually started work:	Oct. 6, 1943.
Work completed:	Dec. 17, 1943.
Working days used:	46.
Accepted by State Highway Commissioner:	

Total amount of contract:	$ 33,359.90
Extras:	2,239.50
Reductions:	0
Adjusted contract amount: Final	35,599.40

This project lies in the City of Newark adjacent and parallel to the Pennsylvania R.R. elevation and extends from South St. to Astor St. The pavement is temporary, consisting of modified penetration macadam base with Type T wearing surface 57.81 linear feet in width. Salvaged granite curb was utilized and reset with the exceptions of islands and returns at street intersections where white concrete curbs were constructed.
This work was done by the Highway Department Maintenance Division and was started October 6, 1943 and completed and officially opened to traffic on December 17, 1943, removing a bottle neck which has existed some 10 to 12 years.

ROUTE 25, SECTIONS 32B & 34A

Port St. Grade Separation, Newark, Essex County

Federal Aid Project Number SN-A-FAP
185 A (1).

General Contractor:	Union Bld. & Construction Corp.
Bonding Company:	American Bonding Co. of Boston
Resident Engineer:	R.M. Beck

Length of Project:	0.858 miles or 4529.8 lin.ft.

Length, Width, Type and Depth of Pavement:

3" FA-BC 2 Surface on 5" Macadam Base plus 2.5" Waterbound Macadam

368 lin.ft.	o to 34 lin.ft. wide
1345 lin.ft.	34 lin.ft. wide
224 lin.ft.	34 to 36 lin.ft. wide
1116 lin.ft.	36 lin.ft. wide
261 lin.ft.	23.25 to 36 lin.ft. wide
3314 lin.ft.	(South Bound Traffic)
215 lin.ft.	0 to 32 lin.ft. wide
2425 lin.ft.	32 lin.ft. wide
264 lin.ft.	0 to 32 lin.ft. wide
2904 lin.ft.	(North Bound Traffic)
775 lin.ft.	23.25 lin.ft. wide, Port St.N.Bond Conn.
510 lin.ft.	51.00 lin.ft. wide, Port St. Underpass

Subgrade:	Sand & Gravel
Right of Way Widths:	Variable widths up to 750 lin.ft.

Plans & Specifications approved by S.H.C.	September 8th, 1943
Date Contract Awarded:	September 25th, 1943
Date Contract Executed:	September 28th, 1943
Contract Date for Starting Work:	November 15th, 1943
Date Work Actually Started:	September 23rd, 1943
Contract Time for Completion:	50 Working Days
Extensions Granted:	2 " "
Adjusted Time for Completion:	52 " "
Total Working Days Used to Date:	23 " "
Percentage of Work Completed to Date:	76.4

Total Amount of Original Contract:	$346,529.45
Less Bridge:	59,233.30
Amount of Original Contract Road:	287,296.15
Amount of Extras & Supplementals (Road):	6,612.00
Amount of Reductions (Road):	1,920.00
Adjusted Contract Amount (Road):	291,988.15
Amount of Bridge Work Done to Date:	59,233.30
Amount of Road Work Done to Date:	208,896.42

Route 25, Sections 3[illegible] & 6[illegible]

This project lies in the City of Newark and provides for the dualization of Route #25 between the westerly limits of the existing viaduct over the Lehigh Valley & Pennsylvania Railroads and a connection with Route #25 in the vicinity of the Brewster Plant some 4529 feet in length.

This work consists of a 36± ft. wide southbound roadway and a 32± ft. wide northbound roadway together with a connection from the south roadway underpassing the northbound roadway for the convenience of the shipyard and Port Newark traffic.

Generally this project is over new right of way and is located in the meadows north of old Route #25.

This work was begun on the 23rd of September, 1943, and to date the bulk of the fill material is in place, 99% of drainage structure, 50% of the curb completed and about 50% of the pavement on the southbound roadway completed.

Because of the severity of the weather and to expedite construction, a substitution of a bituminous binder course was made for the 2.5" waterbound macadam course.

In order to minimize hazard to traffic and construction on old Route 25 Approach to the viaduct, it is proposed to complete and open to traffic the southbound roadway and the underpass to Port St. before undertaking any work within this area.

The low temperatures have generally slowed some of the construction operations on this project but as the temperature moderates continuance of operations slowed up are immediately resumed at full speed.

Route 25 A Detour, H. & M. Bridge & Approaches,

Essex & Hudson Counties.

Newark and Harrison.

General Contractors:	Ell - Dorer Contracting Co.
Bonding Company:	American Surety Co. of New York
Resident Engineer:	James H. Driscoll.

Length of Project:	0.424 Miles.
Length, Bridge:	1,332 feet.
Length, Type & Depth of Pavement:	
Main Pavement	883'-10" Plain Concrete 25' 18" Br.Ap.Slabs
Shoulder Pavement:	435' Type T
Graded width:	45' - 87
Right of Way:	Variable.

Plans & Specifications approved by State Highway Comm.	Jan. 13, 1943.
Contract awarded:	Jan. 18, 1943.
Date contract executed:	Feb. 15, 1943.
Contract date for starting:	Feb. 27, 1943.
Date work actually started:	Jan. 26, 1943.
Contract time for completion:	70 Working days.
Time consumed:	51 " "
Date of completion:	June 15, 1943.
Accepted by State Highway Commission	July 1, 1943.

Original contract amount:	206,894.06
Bridge:	167,160.35
Road:	39,733.71
Extras and supplementals:	1,702.96
Reductions:	559.30
Revised Contract Amount (Final) Road:	40,877.37

The original Bridge on this site carried Pennsylvania Freight traffic on the lower level to warehouses on the west bank of the Passaic River and the upper level carried the Hudson and Manhattan Railroad to the Tube Station at Saybrooke Place and Center St. in Newark. This latter line was abandoned at the time the new Pennsylvania Station was constructed and made the Hudson & Manhattan Terminal. As there are many plants in the town of Harrison carrying on work essential to the successful prosecution of the war and as the Bridge St, and Clay St. Bridges are not in too good shape and a breakdown of either or both would create a serious stoppage in this flow of traffic, Governor Charles Edison decided that this structure should be constructed as a temporary expedient. The right of way and Bridge over the Passaic River was leased from the Pennsylvania Railroad, and both will be returned to the Railroad in their original condition two years after the termination of the War. Work was started immediately following the award of the contract and the Commissioner on the occasion of the opening of the roadway congratulated Ell-Dorer on the proficient and expeditious manner in which the contract was completed. Seventy working days were allowed in the contract and the project was completed in 51.

Due to the demands of essential war materials there was no reinforcing in the pavement and wooden joints were used.

Access Road to U. S. Naval Supply Depot from East 40th St.

and Avenue E to U. S. Naval Base, Bayonne.

Federal Aid Project DA-NR 2.

City of Bayonne Hudson County.

General Contractor:	N. J. Asphalt & Paving Co.
Bonding Company:	Aetna Casualty Co.
Bridge Contractor:	Ell-Dorer Contracting Co.
Resident Engineer:	S. W. Maulbeck.

Length of Project, incl. Bridge:	2628 lin.ft.-0.497 mi.
Length of Project excl. Bridge:	2418 lin.ft.-0.458 "
Length of Federal Project DA-NR 2:	2628 lin.ft.-0.497 "

Pavement: Length, Type, Dept.
2418 linft. $2\frac{1}{2}$" Bit. Conc. Surface on 3" Pen.Mac.5" macadam foundation.
210 " concrete Bridge.

Widths paved: MAIN HIGHWAY 30 feet.
Widths graded: 48 to 50 feet.
Right of Way 50 ft. with additional width at Avenue "E".
Improved shoulder 6" thickness, 7 ft. 4 inches wide on each side of the pavement.
Sub-base: Cinders.

Plans and specifications approved by S.H.C.	April 7, 1942.
Contract awarded:	May 22, 1942.
Date contract executed:	May 27, 1942.
Contract date for starting work:	June 15, 1942.
Date work actually started:	May 25, 1942.
Contract time for completion:	90 working days after June 15.
Time used:	88 " "
Work completed:	May 4, 1943.

Accepted by State Highway Commissioner:	June 1, 1943.
Original contract amount (inc. Bridge)	297,943.98
Original amount of contract (road only)	191,806.68
Amount of extras & Supplemental work:	30,330.80
Amount of reductions:	69,945.94
Revised contract amount: Final	152,191.54

This project was fully described in the 1942 Annual Report. Work done to complete this contract in 1943 consisted of constructing wood guard fence, stone shoulders, shaping up shoulders and slopes and topsoiling and seeding the same.

Picatinny Arsenal Access Road, Sec. 3 & 4-A, Phipps Road to

Mt. Hope Mineral Railroad.

F. A. Project. No. DA-WR 2., Township of Rockaway & Boro of Wharton.

Morris County.

General Contractor:	Franklin Contracting Co.
Bonding Company:	Standard Accident Insurance Co.
Sub-contractors: (Bridges)	H.L. Harrison & Son Inc.
Bonding Company:	Mass. Bonding & Ins. Co.
Sub-contractors: (Culverts & Curb)	Frapaul Construction Co.
Bonding Company:	Mass. Bonding & Ins. Co.
Resident Engineer:	A. A. Paul.

Length of Project:	6333.57 l.f.-1.999 mi.
Length of F.A.Proj. No. DA-WR 2	6333.57 l.f.-1.199 "

Pavement: Length, Type, Depths.

Main Highway

Westbound and eastbound Roadways Included.

7130'	of 10" Concrete Pavement Surface without reinforcement.
100'	of 18" Bridge Approach Slabs, Reinforced.
4796'	of 1" Pavement Type A on 3" Modified Pen. Macadam. Intermediate Course and 4" Macadam Base Course.
9'	of 1" Pavement Type A on 5" Pavement Type A Bottom Course.
99'	
12134'	Total.

Ramps, Connecting Roads and Intersections.

6182'	of 10" Conc.Pavement Surface without reinforcement.
100'	of 18" Bridge Approach Slabs, Reinforced.
2745'	of 1" Pavement Type A on 3" Modified Pen.Macadam. Intermediate Course and 4" Macadam Base Course.
205'	of 1" Pavement Type A on 3" Modified Pen. Macadam. Intermediate Course and 6" Mac. Base Course.
475'	of $2\frac{1}{2}$" Pavement Type A on 8" Conc. Base Course,without reinforc.
77'	of $2\frac{1}{2}$" Pavement Type A on 6" Macadam Base Course.
9'	of 1" Pavement Type A on 5" Pavement Type A Bottom Course.
97'	of Bridges.
9890'	Total.

Widths: Pavement.

Main Highway - Westbound - 24', 34', 44'.
Eastbound- 24',34',44'. Both have variable widths at intersections.

Ramps & Connecting Roads.

Ramp A- 26', Ramp B-26', Ramp C-26', Ramp D-20'.
North Main St.,Relocation-26', Mt.Hope-Mt.Pleasant Road Connection - 26' & 30', Parker Rd. - 26', Union Turnpike to Westbound Connection - 26'. Eastbound to Union Tpke. Con.26'.

Picatinny Arsenal Access Road, Sec. 3 & 4-A. (Continued).

Intersections - 20', 24', 30' Variable.
Graded Widths:
Main Highway, Westbound and Eastbound - 64'.
Ramp B - 42', other Ramps and Connecting Roads- 46'.
Right of Way: Variable throughout the project.
Shoulders: Stone Shoulders 8" average thickness 10' wide on each side of both the westbound and eastbound roadways where intersections or grade separations are not involved. Small quantity also placed in driveways.
Subgrade: Sand and gravel.
12" layer of bank run gravel subbase material throughout the
Curbs: 18002 l.f. of 7x20" White Concrete Vertical Curb.
392 l.f. of 15x8" White Concrete Sloping Curb.
18394 l.f. Total.

Plans & Specifications Approved by S.H.C.	April 27, 1942.
Date Contract awarded:	June 23, 1942.
Date contract executed:	July 1, 1942.
Contracte date for starting work:	July 24, 1942.
Date work actually started:	June 24, 1942.
Contract time for completion:	140 Working days.
Extensions granted to date:	35 " "
Total working days used to date:	155½ " "
Percent completed to date, road:	98.57%

Total amount of original contract:	$ 824,871.23.
Less Bridges:	279,068.53.
Amount of original contract, road:	545,802.70.
Amount of extra & supplemental work to date:	50,356.10.
Amount of reductions to date:	44,474.11.
Adjusted Contract Amount:	551,684.69.
Amount completed to date:	539,621.48.
Amount to be completed:	12,063.21.

A complete description of this project was given in the 1942 Annual Report It was only with the greatest difficulty that the contractor was able to proceed with the grading and drainage work during the winter of 1942 and 1943 due to the severe freezing weather and heavy snows. Concrete pavement was started on Nov. 13, 1942 and work was discontinued for the Winter on Dec. 12, 1942; however, sufficient surface was completed to carry Picatinny Arsenal traffic from Union Turnpike over Ramp C, the Westbound Roadway and Ramp B to the entrance on Parker Rd. The Mt.Hope Road Connection was also completed at this time. These roadways were opened to traffic on Friday, January 22nd, 1943 at 10.A.M. Work on the concrete pavement was resumed on April 16, 1943, and was finally completed on August 13, 1943. The entire project was opened to traffic on Saturday, September 25, 1943 at 12:00 noon. An official dedication ceremony was held on October 29, 1943 at the underpass bridge on Parker Road. Spencer Miller Jr., State Highway Commissioner, presided and the program included speeches by Governor Edison, Colonel Larned, Commanding Officer Picatinny Arsenal, and H. E. Hilts, Deputy Commissioner, U.S. Public Roads Administration. Col. J.B. Webster, Chaplain of the Second

Service Command, offered the invocation and benediction. Mrs. W. E. Larned cut the ribbon to open the road officially. The ceremony was attended by Army and Navy personnel and State, County and Local government officials.

The work on this project has been practically completed with the exception of the topsoiling and wood guard fence.

Completion of the above items will undoubtedly have to be deferred until the Spring of 1944 due to the severe winter weather prevailing in this locality.

Avenue E Access Road from East 40th St. to E. 52nd St.,

Bayonne,

Federal Project DA-NR 5.

City of Bayonne Hudson County.

General Contractor:	N. J. Asphalt & Paving Co.
Bonding Company:	Aetna Casualty Co.
Resident Engineer:	S. W. Maulbeck.

Length of Project:	3020 lin.ft. - 0.572 miles.
Length of Federal Project DA-NR 5	3020 lin.ft. - 0.572 "

Pavement. Length, Type & Depth.

2" Bit. Conc. Pavement Surface on 6" Pl.Conc.Base.	42' wide- 2796 lin.ft.
Width paved,	42'
Width graded (Previous Contract):	70'
Right of Way:	70'
Improved shoulders:	None.
Sub-base:	Hard cinders & gravel.

Plans & Specifications approved by S.H.C.	October 14, 1942.
Contract awarded:	October 28, 1942.
Date contract executed:	October 31, 1942.
Contract date for starting work:	November 19, 1942.
Date work actually started:	November 9, 1942.
Contract time for completion:	40 working days.
Date completed:	May 6, 1943.
Time used:	32 $\frac{1}{2}$ working days.
Accepted by State Highway Commissioner:	June 1st, 1943.

Original amount of contract:	$ 73,714.45.
Amount of extras & Supplemental work:	409.67.
Amount of reductions:	66.50.
Revised Contract amount, final:	74,057.62.

This project was fully described in the 1942 Yearly report at which time contract was let. Major items of work done to complete this contract in 1943 consisted of excavation, placing sub-base, constructing concrete foundation and bituminous concrete pavement.

Plainfield Avenue Access Road to Camp Kilmer, Route #27 to

Entrance to Camp Kilmer (Road number 12)

Raritan & Piscataway Townships Middlesex County.

Federal Aid Project No. DA-WR 5.

General Contractors:	N.J. State Highway Dept. (Maintenance Div.)
Resident Engineer:	R. M. Beck.

Length of Project:	6043 l.f. - 1.145 miles
Length of F.A.Project:F. A. :	6043 l.f. - 1.145 "
Length, Width, Type & Depth of pavement:	
9" Plain Concrete Pavement	
2946 l.f.	6' wide
2946 l.f.	6' wide
710 l.f.	Variable from 2 to 6'
750 l.f.	Variable from 6 to 17'
1" Type "T" Surface on 7" Modified Pen.Mac.Base	1450'- 23' wide
Right of Way Width:	66 feet wide.
Graded widths:	40 " "
Shoulders: 1" Type "T" Surface on 7" Mod.Pen.Mac.Base.	
2230 l.f.	6.50 feet wide.
2230 l.f.	6.50 feet wide.
4460 l.f.	
Gravel:	
3810 l.f.	5.00 feet wide.
3810 l.f.	5.00 feet wide.
7620 l.f.	
Subgrade:	Red shale and mud.

Plans & Specifications approved by S.H.C.	Oct. 14, 1942.
Date contract awarded:	Oct. 14, 1942.
Date contract executed:	Oct. 14, 1942.
Contract date for starting work:	Nov. 16, 1942.
Date actually started work:	Nov. 16, 1942.
Work completed:	June 25, 1943.
Accepted by the State Highway Commissioner:	July 1st, 1943.

Total amount of contract (incl. bridge)	$ 79,102.40
Total amount of contract (road)	74,235.40
Extras:	2,357.92
Reductions:	9,691.43
Adjusted contract Amount: Final:	66,901.89

This project was carried through the winter months of 1942 and 1943, and was not completed until June 1943, on account of severe weather. For a more complete description refer to the 1942 Annual report.

Port Street Access Road

Doremus Avenue to Route #25, Newark, County of Essex

Federal Aid Project	DA-NI 6 (B) 1.

General Contractors:	H.L. Harrison & Son, Inc.
Bonding Company:	Massachusetts Bonding & Insurance Co.
Resident Engineer:	R.M. Beck

Length of Project:	.764 miles or 4037.48 lin.ft.
Length, Width, Type and Depth of Pavement:	
2" Type "T" Pavement on 4" Macadam Base plus 3" Mod. Pen. Macadam	
2000 lin.ft.	24 lin.ft. wide
(Pavement Type "T" of Variable Thickness on Existing Pavement)	
1600 lin.ft.	36 lin.ft. wide
Subgrade:	Sand & Gravel
Right of Way Widths:	150 lin.ft.

Plans & Specifications Approved by S.H.C.	January 13, 1943
Date Contract Awarded:	January 27, 1943
Date Contract Executed:	February 8, 1943
Contract Date for Starting:	February 27, 1943
Date Work Actually Started:	February 5, 1943
Date of Completion:	July 6, 1943
Date Accepted by State Highway Commissioner:	August 4, 1943
Contract Time for Completion:	90 working days
Extensions Granted:	4 working days
Adjusted Time for Completion:	94 working days
Total Working Days Used to Date:	63 working days

Total Amount of Original Contract:	$221,868.26
Less Bridge:	102,452.20
Amount of Original Contract (Road)	119,416.06
Amount of Extras:	7,469.49
Amount of Reductions:	7,782.31
Adjusted Contract Amount(Final Road):	119,103.24

This Project consists of a dualization of the present Port Street Bridge providing access to the Federal Ship Building Corp. Plant and Port Newark through the medium of a bridge over the tracks and right-of-way of the Central Railroad of New Jersey and the Pennsylvania Railroad together with necessary approaches located adjacent to the Newark Airport.

This work was begun in February, 1943, and completed on July 6th of this year, some 31 working days ahead of schedule.

The bulk of this work was prosecuted without serious interference to traffic and in time to provide additional roadway area for the increased organization of the Ship Building Corp.

Access Road to U. S. Motor Reception Park, Township of
Woodbridge and Boro of Carteret, Middlesex County.
Federal Aid Project DA-WR 6.

General Contractors:	N.J. State Highway Dept. (Maintenance Div.)
Resident Engineer:	W.A. Kays.

Length of Pavement:	10,245.21' or 1.94 mi.
Length,Depth of pavement:	10,245 lin.ft. 1" Type T surface on 3"Pen.Mac.Intermediate course on 5" macadam foundation.
Shoulders:	9" Grade A. gravel.
Width paved:	22 feet.
Width graded:	38 feet.
Width of shoulders:	6 feet.
Width of right of way:	66 feet.

Plans and specifications approved by S.H.C.	October 28, 1942.
Date work actually started:	November 16, 1942.
Time of completion:	May 15, 1943.
Extensions granted;	May 15th to July 1st, 1943.
Contract completed:	July 1st, 1943.
Accepted by State Highway Commissioner:	July 14th, 1943.

Original estimated cost:	$127,718.50.
Revised estimated cost:	186,778.98.
Amount of reductions:	290.89.
Amount of extras:	15,091.49.
Adjusted contract amount (final)	201,579.58

This project was constructed over Homestead Avenue and Blair Road,which were unimproved dirt roads. Construction work was started November 16, 1942 when weather conditions were very unfavorable.

In order to provide, as soon as possible, a hard surface that would carry the heavy traffic to and from the Motor Reception Park, work at first was confined to the northern section between the main entrance to the park and Roosevelt Avenue. After the macadam base was completed on this section it was opened to traffic and the southern portion of the project was placed under construction. After the macadam base was completed on this southern section it, in turn, was opened to traffic while the intermediate course and surface Type T were constructed on the northern section,thus providing a good surface at all times and causing the lease interference with traffic to and from the Motor Park. The wet, spongy soil conditions encountered throughout the project caused considerable trouble and was described in the 1942 yearly report. Pavement was opened to traffic on June 7,1943. Due to the difficulty in securing lumber for guard posts and wooden guard rail, these items were not completed until December.

Access Road to Wright Aeronautical Corporation

HIGHLAND AVENUE & PASSAIC AVENUE

Borough of Woodridge & Lodi	Bergen County
Federal Aid Project	DA-WI 13

General Contractor:	J.P. Burns
Bonding Company:	Seaboard Surety Company:
Resident Engineer:	J.H. Driscoll

Length of Project:	Highland Avenue 805.3 lin.ft. or 0.153 miles Passaic Avenue 967.8 lin.ft. or 0.183 miles
Length, Type & Depth of Pavement:	805.3 l.f. Conc.Pavt.Surf.,9" Unreinforced 967.8 l.f. Ty.A- Variable Width & Thickness
Widths Paved:	Highland Avenue - 40 ft. Passaic Avenue - Variable
Widths Graded:	Variable

Plans & Specifications Approved by S.H.C.:	November 10, 1943
Contract Awarded:	November 24, 1943
Contract Executed:	December 15, 1943
Contract Date for Starting Work:	December 24, 1943
Date Work Actually Started:	November 27, 1943
Contract Time for Completion:	20 working days
Working Days to December 31, 1943	none

Original Amount of Contract:	$20,211.20
Amount Completed to Dec. 31, 1943:	904.00
Amount to Complete:	19,307.20
Percentage Completed:	4.68

This Contract was let to provide ready access to the Wright Aeronautical Corporation Plant, an organization engaged in manufacturing essential war products.

The Contractor started on November 27, 1943, cleared the area west of 12th Street on Highland Avenue, built two inlets and a special manhole on Passaic Avenue and then had to discontinue operations on account of severe winter weather. It is hoped that operations will be resumed as early as weather conditions will permit.

ACCESS ROAD TO CAMP SHANKS

Knickerbocker Road and Livingston Avenue from Madison Avenue,
Cresskill, to New York State Line

Bergen County	Federal Aid Project DA-WR-14

General Contractor:	Union Building & Construction Corp.
Bonding Company:	American Bonding Co. of Baltimore
Resident Engineer:	F.E. Beck

Pavement, Lenggth, Type, Depth:

Stone Shoulder Const.	Sta. 154± -- 232+82 ---	1.493 miles
Binder & Surface Course	0+00 -- 28+00	.530 miles
Bit. Material, Surf. Treated	28+00 -- 150+63 191+11 -- 232+82 251+72 -- 308+30 ----------------	4.184 miles
Surface Course, Full Width	154+0 -- 191+11	.703 miles
" " 1/3 "	191+11 -- 232+82	.789 miles
" " Patching 15%	251+72 -- 275+40	.448 miles
" " " 10%	275+40 -- 308+30	.623 miles
Stone Shoulders, Resurfaced	274+40 -- 308+30	.623 miles

Plans & Specifications Approved by S.H.C.	October 22, 1943
Date Contract Awarded:	October 28, 1943
Date Contract Executed:	November 8, 1943
Contract Date for Starting Work:	November 25, 1943
Date Work Actually Started:	November 8, 1943
Contract Time for Completion:	20 working days
Total Working Days Used to Date:	16 working days
Percentage Completed to Date:	91.7%

Total Amount of Contract:	$ 24,735.10
Extra and Supplemental Work:	0.00
Total Amount Completed to Date:	19,534.82
Total Amount of Reductions:	3,439.08

In the construction of Camp Shanks the above roads carried excessively heavy traffic and it is the intent of this project to repair the damage so caused. The work was started quite late but fortunately the Contractor completed all items of construction except for about one-half of the Stone Shoulder Item. The balance of this item will be completed early in the Spring of 1944.

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON
ZONE 1

Yearly Report - 1943
Southern Construction
District

HDR:MM

December 31, 1943

Mr. C. F. Bidwell
Construction Engineer
Trenton, New Jersey

Dear Sir:

There is submitted herewith the yearly report of the Southern Construction District for the year 1943.

Your attention is called to tables and charts showing the strengths secured in concrete pavement construction during this season.

Respectfully submitted,

H.D.Robbins

H. D. Robbins
District Engineer

Route 4 & 35, Section 11B
Grade Separation at Oak Street
State Project

Sayreville Boro — Middlesex County

General Contractor: N. J. State Highway Maint. Dept.
Resident Engineer: H. A. Hartmann

Length of Project: .216 miles
Pavement: On connecting roads 1" Bit. Conc. laid on 3" Pen. Macadam on plain madadam base 30' wide.
Graded: 30' wide single width with 8' walks
Right of Way: 50'

Working days started: 7-19-43
Date work started: 7-19-43
Contract Completed: 12-9-43
Working Days Used: 70
Work Accepted by Commissioner: 12-29-43

Construction Work Order: $ 26,416.61 (Road)
Actual Cost from Accounting Dept. 49,152.43

This cost includes labor, materials, equipment and overhead. Under the Hogan-Gaul contract which stopped last year, only the abutments were completed for the bridge to carry Oak St. over Route 4 and these cost $ 31,561.85.

The 2 - 50 ' span encased I beam bridge superstructure was built under separate contract with American Bridge Co & Ole Hansen and cost $ 34,738.94.

Hogan-Gaul built the 6'x7' R. C. pedestrian underpass in 1942 at a cost of $ 12,776.34. Lights and hand rail were furnished by Maintenance & Electrical Dept. on a Construction Work Order for $200. and were included in the cost above of $ 49,152.43

The Maintenance Dept. also spent $ 468.10 to clean up the Hogan-Gaul contract which was terminated December 11, 1942. This amount was deducted from the final settlement.

This project is being constructed to alleviate a dangerous traffic condition in Sayreville Township where Route 35 is crossed by Oak St. Construction consisted of a bridge over Route 35 to provide for vehicle and pedestrian traffic to and from Oak Street and a Reinforced Concrete pedestrian tunnel under Route 35 with connections to Oak St. on each side.

During the Hogan-Gaul contract, which was terminated, December 11, 1942 for lack of critical war materials, the abutments only for the overpass bridge had been constructed. During 1943 when it was found enough steel could be released to complete the bridge superstructure a contract was let to American Bridge Co. for the steel work and one with Ole Hansen for the concrete work (see Bridges above)

The State Highway Maintenance Department was given a construction work order for $ 26,416.61 to complete the borrow, paving, curb, drainage items, topsoiling & seeding and guard rail, etc.

The State Highway Electrical Division was also given a $200.00 construction work order to place electric fixtures for lighting the pedestrian tunnel.

Route 6 (1917) Section 16
Broadway, Brooklawn to Newton Creek
Jersey Av. 5th St. to King St.
Federal Project #AN-FAP-121A(2)

Boro of Brooklawn & City of Gloucester		Camden County	
General Contractor:		F. A. Canuso & Son	
Bonding Company:		Standard Accident Insurance Co.	
Resident Engineer:		M. P. McDole	
Length of Project:		2.058 miles	
Pavement:	10" Plain Concrete, single 46' width & 1-13' slab each side of existing 20' Conc. on Broadway; Jersey Av. 34' wide, 5" stone sub-base used.		
Gutters:	Broadway, .43 mile 2' to 4' wide each side paved with 2" type T top on 8" plain concrete.		
Graded:	34' single width on Jersey Av.; 46' single width on Broadway		
Right of Way:	Jersey Av. 60' Broadway 66' & variable		
Bids Received:	11-16-42	Contract Awarded:	11-25-42
Date of Contract:	12-4-42	Contract in effect:	1-9-43
Working Days start:	4-15-43	Date Work Started:	1-12-43
Completion Time: 120 W. Days Extensions: 0 ; Total 120 W. Days			
Contract Completed:	12-8-43	Working Days Used:	117½
Work Accepted by Commissioner:		12-15-43	
Amount of Original Contract:		$ 308,769.52	
Extra Work		22,473.47	
Reductions		20,423.62	
Final Cost:		310,819.37	

This project includes the widening and reconstruction of that section of Broadway, originally a part of the old Toll Road extending from Camden to Woodbury, lying between the Borough of Brooklawn on the South and the Newton Creek Bridge, at the division line between the City of Gloucester and Camden City, on the north, and that section of Jersey Avenue lying between Fifth Street and King Street at the site of the long since abandoned Gloucester Ferry terminal, now a small unit of the Camden County Park System.

Broadway is the principle thorofare, running very nearly north and south, thru the City of Gloucester, and is the most important artery linking areas between South Camden, the New York Shipbuilding Corporation's yards and other important shipping and industrial centers, and the counties lying farther south and east as well as the several ferries along the lower Delaware River connecting with the League Island Navy Yard and Cities of Chester, Wilmington and Newcastle.

The general scheme adopted for the widening of Broadway was to secure a 46' clear Roadway between curb lines setting off 10' wide sidewalks, where this could not be accomplished because of prevailing encroachment, where a 6' minimum width of sidewalk was held and the Roadway width narrowed somewaht less than 46'. Jersey Ave. was widened to 34'.

The laying of Concrete paving started on Jersey Ave. on July 19th 1943 and was completed on Broadway on Sept. 14th following, very few interruptions were suffered because of bad weather of other conditions.

Route 18 Section 1
Old Bridge to Route 4
State Project

Madison Township — Middlesex County

General Contractor: Weldon Contracting Co.
Bonding Company: Seaboard Surety Co.
Resident Engineer: J. E. Dederick & H. A. Hartmann

Length of Project: 4.274 miles
Pavement: 8" gravel 43' wide
Graded: 122' for future dual roadway with 10' walk spaces.
Right of Way: Variable to 250'

Bids Received: 12-29-41 — Contract Awarded: 1-6-42
Date of Contract: 1-9-42 — Contract in effect: 1-20-42
Working Days started: 4-15-42 — Date work started: 1-20-42

Completion Time: 140 W. Days; Extensions: 3 W.Days; Total 143 W. Days
Contract Annulled: 4-30-43 — Working Days Used: 112
Work Accepted by Commissioner: 8-18-43

Amount of Original Contract: $ 303,492.04 (Road)
Extra Work: 1,975.55
Reductions: 140,783.55
Final Cost: 163,684.04 (Road)
Amount Completed in 1943: 14,579.04

A 12' span concrete arch bridge at station 504+53 was included in this contract and cost $ 16,574.04

Route 18 is designated as that proposed new route over virgin territory across the State from the Old Bridge Traffic Circle at Route S28 to the Eatontown Traffic Circle on Route 35. This first Section from Old Bridge to Route 4 was let without priority for essential war materials. It consists of grading the entire 250' Right of Way for dual construction with gravel pavement on the first stage or eastbound half. To avoid use of critical materials all pipe placed is reinforced concrete with inlets and manhole covers of wood.

Good progress was made on clearing and stripping in the Spring and early summer of 1942. Beginning in the middle of July labor and truck shortage became acute and progress didn't keep up to schedule.

Work was continued until the War Production Board issued a stop order dated March 11, 1943 prohibiting further construction, effective within 30 days. The contractor stopped all work on April 11, 1943 and the contract was annulled on April 30, 1943.

About 54% of the road part of the contract is completed.
The principal uncompleted items are Excavation, Borrow, Topsoiling & Seeding, Gravel Pavement and Macadam Base with Type [illegible] Top intersections. Also many smaller items were only partially completed.

Route 28, Section 22A
Lebanon Relocation (Paving)
State Project

Clinton Township	Hunterdon County
General Contractor:	Jannarone Contracting Co.
Bonding Company:	Massachusetts Bonding & Ins. Co.
Resident Engineer:	L. T. McCormick
Length of Project:	2.846 miles
Pavement:	10" R. C. dual 23' wide
Shoulders:	Improved Av. 8"x4' & 10' wide
Graded:	37' dual widths, 48' and variable center island, 9' and 13' walk spaces.
Right of Way:	160'
Bids Received: 12-5-41	Contract Awarded: 12-9-41
Date of Contract: 12-19-41	Contract in effect: 12-31-41
Working days started: 5-1-42	Date Work Started: 4-6-42
Completion Time: 120 W. Days	Extensions: 2 W. Days; Total 122 W.Days
Contract Completed: 11-5-43	Working Days Used: 168½
Work Accepted by Commissioner:	Dec. 15, 1943
Amount of Original Contract:	$ 438,056.81 (Road)
Extra Work:	13,631.46
Reductions:	21,650.99
Final Cost:	430,037.28

$ 2227.00 -- Liquidated Damages deducted as Penalty for Construction Inspection, because of overtime used.

Amount Completed in 1943: $ 153,012.28

Bridges included in this contract as follows:

Sta. 240+0 20' spans R. C. Frame cost	$ 18,261.82
Sta. 269+0 8' span x 6' R. C. Box Section cost	9,030.99
Sta. 306+23.8 Extension of existing bridge, 20' span R. C. Slab 148' long cost	$ 21,431.52

This contract provides for the dual paving and bridging of a partially graded section done by the WPA in 1940-41. It by-passes the Boro of Lebanon eliminating the hazardous traffic condition created by the narrow paving thru the business section.

The contractor made slow progress in the summer of 1942 and was prevented from hurrying the completion of the paving in the fall by a shortage of labor and the early closing down of winter weather. This prevented completing through paving to open the new pavement to traffic so the heavy grading, on the westerly end, could be made thru the winter of 1942-1943. This was completed in the Spring of 1943.

The west bound roadway was completed and opened to two way traffic 5-2-43. The eastbound roadway was completed and both roadways opened to traffic 11-5-43.

Route 28, Section 25B & 26A
No. Branch Relocation, Paving
State Project

Branchburg Township	Somerset County
General Contractor:	F. A. Canuso & Son
Bonding Company:	Standard Accident Insurance Co.
Resident Engineer:	L. T. McCormick
Length of Project:	2.20 miles
Pavement:	10" R. C. dual 23 & 35' widths
Shoulders:	Improved Av. 8" thick. 2, 4 & 10' wide
Graded:	35' & 37' dual widths with 50 and 48' wide center islands respectively.
Right of Way:	160'

Bids Received: 12-19-41 Contract Awarded: 12-23-41
Date of Contract: 12-30-41 Contract in effect: 1-14-42
Working days started: 5-1-42 Date Work Started: 3-23-42

Completion Time: 120 W.Days, Extensions: 6 W. Days Total: 126 W.Days
Contract Completed: 6-16-43 Working Days Used: 111 W. Days
Work Accepted by Commissioner: 8-13-43

Amount of Original Contract:	$ 511,636.00 (Road)
Extra Work:	$ 26,774.15
Deductions:	$ 42,939.64
Final Cost:	$ 495,470.51
Amount Completed in 1943:	$ 36,553.96

A 6' span Cattle Pass costing $8916.70 was added to this contract to comply with the Right of Way agreement.

El-Dorer Const. Co. under separate contract, constructed a bridge over Station Road at a contract price of $ 62,716.12. Also this contractor constructed a 2-58' span concrete arch bridge over the Raritan River at a cost of $ 203,760.59.

This section of the reconstruction of Route 28, extends from Fiddler's Elbow, west of North Branch to existing Route 28, one mile east of North Branch, providing a by-pass around this town, eliminating the traffic hazard at this location and also several [illegible] on the existing Route. Most of the grading was done under previous contracts.

All concrete pavement, shoulders and bituminous concrete was placed on 8" of sub-base of river gravel secured from Manville, N.J.

Concrete pavement was started June 24, 1942 and the main pavement completed about November 1, 1942. Guard rail, curb, seeding and fertilizing was completed in 1943.

The progress on concrete pavement was poor, this was due to the shortage of efficient labor due to the [illegible], caused by the construction of the Station Road and Raritan River bridges and [illegible] Route 28.

The section was opened to traffic June 11, 1943.

Route 35, Section 38A
Morgan-Laurence Harbor
State Project

Boro of Sayreville & Madison Township	Middlesex County
General Contractor:	Weldon Contracting Company
Bonding Company:	Seaboard Surety Company
Resident Engineer:	H. A. Hartmann
Length of Project:	1.269 miles
Pavement:	9" R. C. single 27' width and 32' dual widths. Ramp: 2½" Bit. Conc. on 7" Pen. Mac. 30' wide
Shoulders:	Av. 7½" Gravel 10' wide
Graded:	37' with 16' center island along existing pavement: 2-32' widths with 4' island. Ramps 30' wide. Sidewalks 9' to 15' wide.
Right of Way:	114' and 115½' and variable.

Bids Received:	11-21-41	Contract Awarded:	11-25-41
Date of Contract:	11-28-41	Contract in effect:	12-12-41
Working days started:	5-1-42	Date Work Started:	12-26-41

Completion time and extensions to 12-31-43: 200+2 = 202 W. Days
Time used to 12-31-43: 169½ Working Days

Amount of Original Contract:	$ 481,168.89
Amount of Adjusted Contract to 12-31-43:	479,161.04
Amount completed to Dec. 31, 1943:	400,986.61
Amount completed in 1943:	197,305.61

This section of Route #35 was under construction during the year of 1942 when most of the earthwork was performed.

During the year of 1943, drainage was constructed, pavement practically completed, about one third of the concrete curb constructed, and about 95% of the earthwork completed.

Due to 1943 being a war year, labor and material, especially those materials critical to the war effort, were limited in supply. Due to substitute materials and labor of poor quality and quantity, it was a most difficult year to produce roadwork of the high standard set in previous years.

The bridge over the Cheesequake Creek was completed this year. The abutments for the bridge over the New York and Long Branch Railroad were built, but no steel was available for the completion of the deck. This work will be done after the war. The inability to complete the bridge over the railroad, necessitated the construction of a traffic bottleneck at this point. It is hoped this bridge may be completed at the earliest possible time that steel is again available.

The project is now about 90% completed. Work to be constructed in the year 1944 includes 1[illegible],000 L.F. of concrete curb; 4[illegible],000 S.Y. of Top-soiling and Seeding; [illegible],000 L.F. of Wire Rope Railing; the completion of minor items and the general cleaning up of the project. It is expected the Contractor will complete this work in the early Spring of this year.

Route 39, Section 1C & 2A
Bordentown-Mansfield Square
Federal Project # SN-FAP-100F(1)

Bordentown & Mansfield Townships	Burlington County
General Contractor:	Union Bldg. & Const. Corp.
Bonding Company:	American Bonding Co. of Baltimore
Resident Engineer:	D. H. Johnston
Length of Project:	2.21 miles
Pavement:	10" Plain Concrete, dual 22' and 32' widths
Shoulders:	Gravel 10" - 8" thick, 5' and 10' wide
Graded:	37' dual widths, 30' center islands, 18' walk spaces.
Right of Way:	140'

Bids Received: 8-3-42 — Contract Awarded: 8-10-42
Date of Contract: 8-18-42 — Contract in effect: 8-28-42
Working Days start: 9-18-42 — Date Work Started: 9-8-42
Completion time and extensions to 12-31-43: 160+6 = 166 Working Days
Time used to 12-31-43: 166 Working Days

Amount of Original Contract: $ 559,515.93 (Road)
Amount of Adjusted Contract to 12-31-43: 562,354.05
Amount completed to Dec. 31, 1943: 510,710.00
Amount completed in 1943: 371,543.00

The bridge work included in this contract consists of the extension of the existing bridge at sta. 1073 with 9' 6" span R. C. deck slab at a cost of $ 23,007.69. **Black's** Creek existing span was raised to new grade and a new R. C. Rigid Frame 42' span for south bound traffic constructed at a cost of $ 108,825.11.

This project, which is a section of the Federal primary system, is also a very vital part of the Fort Dix access improvement and consists of the replacement of the existing macadam pavement, together with the construction of an additional concrete roadway, to form a dual highway with gravel shoulders.

Approximately 200,000 cubic yards of earth were involved in this project, a good portion of which was handled with modern "carry-all" equipment.

The deck of the old bridge at Black's creek was raised 7 ft. to conform to a new grade. This operation was successfully carried out and was the means of salvaging the old structure. A new bridge was built for the southbound traffic.

For the last three months the project was put to full use, both by the public and the army, as convoys were moved to and from Fort Dix.

The contract on which about 23% of the road work was completed in 1942 has been completed, with the exception of seeding, clean up, etc.

Access Road
Route 42 N. Y. Shipbuilding Corp.,
Federal Aid # DA-NI-4

City of Camden — Camden County

General Contractor: R. W. Cleveland & Co.
Bonding Company: The Fidelity & Casualty Co. of NY
Resident Engineer: N. F. Rigor

Length of Project: 0.785 miles
Pavement: 2½" Type T. top on 8" Concrete Base 24' wide.
Shoulders: 8" Gravel 8' wide
Graded: 40' with 10' walk spaces
Right of Way: 60'

Bids Received: 8-31-42 — Contract Awarded: 9-9-42
Date of Contract: 9-15-42 — Contract in effect: 10-7-42
Working Days started: 10-17-42 — Date work started: 9-11-42

Completion Time: 50 W. Days: Extensions: 0 W. Days; Total 50 W.Days
Contract Completed: 1-14-43 — Working Days Used: 44
Work Accepted by Commissioner: 1-29-43

Amount of Original Contract:	$ 143,007.40
Extra Work:	12,508.00
Reductions:	21,093.50
Final Cost:	134,421.90
Amount Completed in 1943:	9,371.90

This project financed by the Federal Government is to provide better traffic connections on a good pavement to Route 42 by an extension of Fairview St. eastward from 9th St. to Route 42 and an extension of Morgan Blvd. from 9th St. to Fairview St. Due to the late start and the heavy fall rains the contractor was obliged to make extra efforts to finish this contract by January 1943.

The Maintenance Department did some mud jacking on Route 42 intersection to make the grades meet properly.

Route 42; N. Y. Shipbuilding Corp.

Route 44, Section 9
Wells at Verga
State Project

West Deptford Township — Gloucester County

General Contractor: A. C. Schultes
Bonding Company: Standard Accident Insurance Co.
Resident Engineer: M. P. McDole

Bids Received: 11-2-42
Date of Contract: 12-15-42
Date Work Started: 1-6-43
Contract Awarded: 11-25-42
Contract in effect: 1-9-43

Completion Time: 1-1-43 Extensions: 3-1-43
Contract Completed (Date): 2-26-43 Calendar Days Used: 57
Work Accepted by Commissioner: 5-21-43

Amount of Original Contract:	$ 5,136.75
Extra Work:	115.75
Reductions:	53.62
Final Cost:	5,198.88
Amount Completed in 1943:	5,198.88

A part of the grading contract for Route 44 Section 9, was the excavation made for the proposed underpass of Hessian Ave. in Verga where a cut of 18' was made below the existing concrete surface.

This resulted in the lowering of the ground water to such an extent that the adjacent wells supplying water to the residents ceased to function.

It was necessary to pass some additional legislation to provide for this unusual situation so that the Highway Commissioner would be authorized to pay for reconstruction of the wells affected.

This was done thru the passage by the legislature of Chapter 23, Laws of 1942. Under this act the State contracted for the construction of ten (10) 3" casing deep well automatic water systems for homes located within 300' of the Right of Way line of the proposed Route 44 at this location.

The wells were located for property owners at depths listed as follows:

Edw. J. Brennan	82' 4"	David Bell	102' 7"
Mrs. Alma Nicolai	91' 6"	Agnes Drager	81' 6"
Mrs. E. Ross	82' 6"	Philip Gordy	85' 1"
Paul Smith	85'	Harry McFarland	88'
David Clarke	85' 0	Geo. W. Hines	103'

Route 44, Section 9
Wells at Verga

Route 56, Section 1
Beach Thorofare Bridge & Approaches
State Project

Atlantic City	Atlantic County
General Contractor:	Ole Hansen
Bonding Company:	Fidelity & Deposit Co. of Maryland
Resident Engineer:	E. M. Gillette
Length of Project:	.44 miles
Pavement:	2½" Bit. Conc. on 7" Mac. Base, Dual Pavements, 35' & variable with 4' center island across bridges.
Shoulders:	8" Gravel Variable width
Graded:	70' and variable with 6' to 10' walk spaces.
Right of Way: (Widths)	190'

Bids Received:	12-12-41	Contract Awarded:	1-6-42
Date of Contract:	1-9-42	Contract in effect:	1-20-42
Working days started:	1-30-42	Date work started:	2-9-42
Completion time and extensions to 12-31-43:			250 Working days
Time used to 12-31-43:			200 Working days

Amount of Original Contract:	$ 131,527.99 (Road)
Amount completed to Dec. 31, 1943:	57,578.28
Amount completed during 1943:	34,003.28

This contract also provides for bridges over Beach thorofare and Venice Lagoon at a contract price of $ 1,055,485.80. The bridge over Beach Thorofare is 48% completed and Venice Lagoon 99% completed.

This contract provides for the construction of new bridge structures as mentioned above and widening the approaches of same.

Due to the war conditions only the substructure of the Beach Thorofare Bridge will be completed because of the steel shortage.

The road items of wet excavation, embankment, drainage items etc. were completed as far as possible on May 31, 1943. The balance of these items and Beach Thorofare bridge superstructure will wait until the war is over.

Camp Evans Access Road
Fed. Aid Project # DA-WR-7

Neptune Township	Monmouth County
General Contractor:	Neptune Township, Claude W. Birdsall, Township Engr.
Resident Engineer:	V. E. Markle
Length of Project:	1.418 miles
Pavement:	1½" type A top and 2" FABC1 on 6" Compacted Gravel, Bit. Surface treated 21, 23, 25 & 31' wide
Shoulders:	6" Bit. treated gravel 3', 3½ & 4' wide with 3' feathered Bit. top.
Graded:	30', 33' & 43'
Right of Way:	60' & 70'

Date of Agreement: 12-15-42	Date Agreement Approved: 3-12-43
Working days started: 4-1-43	Date Work Started: 3-25-43
Completion Time: 75 W. Days, Extensions: 6 W. Days, Total 81 W. Days	
Contract Completed: 10-13-43	Working Days Used: 74
Work Accepted by Commissioner:	11-10-43

Amount of Original Estimate	$ 70,682.75
Extra Work:	4799.72
Deductions:	1282.90
Original Estimate insufficient by $	63.51
Final Cost	$ 74,263.08

Plans for this project which provides an access road between the main unit of Camp Evans and the Shark River Hotel unit were prepared by C. W. Birdsall, Township Engineer for Neptune Township.

These plans provided for drainage improvements and a 6" Gravel Base Course, bituminous treated and the later construction, after a suitable curing period, of a 1½" Type "A" bituminous surface on the level portions of the roadway and a 3" FABC-1 pavement on the steep grades.

An agreement for the construction of the project was entered into with the Township of Neptune to complete the project by force account, with the Township Engineer acting as supervisor of the work. Bids were received by the Township for the rental of equipment and the supplying of materials, etc.

The construction was done under State Highway supervision. The drainage, gravel base course and the general cleaning up of the slopes, shoulders, etc. was completed on August 27th. After a curing period elapsed for the bit. treated gravel base work on the construction of the bituminous surfacing of Types "A" and FABC-1 was started on October 2nd and was completed on October 13th.

The final total cost of the project including labor, equipment rental, materials, engineering, supervision, etc. was $74,263.08. This does not include State supervision costs.

Fort Dix Access Road, Section 1
Georgetown to Fort Dix
Federal Project # DA-WR-1-B(1)

Mansfield & Springfield Townships	Burlington County
General Contractor:	J. P. Burns
Bonding Company:	Seaboard Surety Co.
Resident Engineer:	M. H. Boss
Length of Project:	4.488 miles
Pavement:	Single 10" P. C. 22' wide; 2-25' widths with 6' island at RR Overpass on each end 2 dual 10" P.C. Roadway 22' wide, variable center island.
Shoulders:	Gravel Av. 8" thick 10' wide
Graded:	42' single 18' walk spaces; 2-25'& 2-42' dual roadways with 6' and variable center island, 11 & 18' walk spaces.
Right of Way:	140' and variable

Bids Received: 8-31-42 Contract Awarded: 9-9-42
Date of Contract: 9-15-42 Contract in effect: 9-19-42
Working days started: 9-29-42 Date Work started: 9-29-42
Completion time and extensions to 12-31-43: 141 Working Days
Time used to 12-31-43: 114 Working Days

Amount of Original Contract: $ 804,558.25 (Road)
Amount of Adjusted Contract to 12-31-43: 802,855.43
Amount completed to Dec. 31, 1943: $ 779,650.00
Amount completed during 1943: $ 672,550.00

Two bridges are included in this contract one over Assiscunk Creek is a 9' span R. C. slab and one over the P & H RR which is to be a 3 span 128' deck R.C. T Beam type. The cost of these bridges is $ 37,023.37.

This is the section of the new Fort Dix Access Road, adjacent to the camp, which connects to Route 25 & Route 39.

The contractor started in clearing of right of way, then stripping of topsoil, sub-surface drainage, roadway excavation, embankment and pit excavation. About 11% of the contract was completed in 1942. Clearing and stripping were nearly completed.

Concrete pavement was started June 16, 1943 and was completed October 19, 1943. Concrete pavement officially opened to traffic December 16, 1943.

During 1943 the contractor completed all the major items except Topsoil which is approximately 60% in place. The work to be done in 1944 will be Topsoil, Fertilizer & Seeding, Ditching and general clean-up.

Fort Dix Access Road, Section 2
Mansfield Square to Georgetown
Federal Project # DA-WR-1 (1)

Mansfield Township — Burlington County

General Contractor: Franklin Contracting Company
Bonding Company: Maryland Casualty Company
Resident Engineer: A. C. Ely

Length of Project: 3.515 miles
Pavement: 10" Plain Concrete dual 22' widths
Shoulders: Gravel Av. 8" 5' and 10' wide
Graded: 37' dual widths with 30' center island, and 10' walk space
Right of Way: 140'

Bids Received: 7-27-42
Contract Awarded: 8-4-42
Date of Contract: 8-14-42
Contract in effect: 8-20-42
Working Days started: 9-8-42
Date Work Started: 8-7-42

Completion Time: 140 W. Days, Extensions: 25 W.Days Total: 165 W.Days
Contract Completed: 12-10-43
Working Days Used: 159
Work Accepted by Commissioner: 12-20-43

Amount of Original Contract: $ 708,758.44
Extra Work: 16,907.88
Reductions: 57,482.63
Final Cost: 668,183.69
Amount Completed in 1943: $ 418,718.69

This is the section of the Fort Dix Access Road that connects to Route 39 on the northerly end and will provide a dual roadway as far as Georgetown connecting to section 1.

Due to the shortage of steel some new features have been introduced into the design. No reinforcing steel is being used. Redwood transverse joints are being installed over 4" Concrete Sills 100' apart. 2" deep transverse grooves are placed 15' apart over a 1--3-4" wood strip on the subgrade. Subbase 12" thick of local bank run sandy material was used thruout under pavement and shoulders.

This contract started in August, 1942 and approximately 39% of the Concrete Pavement was completed in 1942. This had the bad effect of holding up the completion of the Pavement the following year as the existing Roadway had to be held open to Traffic until the North Bound Traffic Lane could be usedto divert Traffic from the Existing Roadway.

Drainage was completed early in 1943 and progress was only fair due to lack of Equipment and men. The extremely Dry Summer and Fall Season prevented seeding and sodding until October. Also due to traffic complications at both ends of the contract on the two adjacent Contracts the Southbound traffic lane could not be used for traffic until late in the fall, when these two projects were far enough advanced to permit Dual Traffic to use the intermediate section.

Fort Monmouth, Camp Woods & Camp Coles Access Roads
Fed. Proj. # DA-WR-10, 11 & 12

Shrewsbury & Middletown Townships
Eatontown & Oceanport Boroughs — Monmouth County

General Contractor: R. W. Cleveland & Company
Bonding Company: Fidelity & Casualty Co. of N.Y.
Resident Engineer: V. E. Markle & J.W.Seaman-Twp. Engr.

Length of Project: 3.635 miles
Pavement: Half Mile Rd. 1¼"type T top placed on existing surface and also on new 6" Gravel Base with 3" Int. Mod. Pen. Mac. 5' & 25' wide
Hope Road - 1¼" type T top on new base as above 20' wide
Pine Brook Road - 1¼" Type T top on new base as above 26' wide.
Main St. - 1¼" type T top on existing macadam scarified & 3" Mod.Pen.Mac. Also patching of existing macadam and placing 1¼" type T top. 30' wide and slightly variable.
Shoulders: 6" gravel 4, 5 & 6½' wide on Pine Brook, Half Mile & Hope Road respectively.
Graded: 30' except Hope Road which is 33' Main Street has 3 to 10' sidewalks.
Right of Way: Main St. 50' - Pine Brook 47'

Bids Received: 8-9-43 — Contract Awarded: 8-13-43
Date of contract: 8-20-43 — Contract in effect: 8-31-43
Working Days started: 9-10-43 — Date work started: 8-20-43
Completion time: 60 W. Days - Extensions: 8 W.Days - Total: 68 W.Days
Time used to December 31, 1943: 53 W. Days

Amount of Original Contract: $ 118,675.55
Amount of Adjusted Contract to 12-31-43: $ 128,095.93
Amount Completed to 12-31-43: 124,060.00

The surveys and plans for these roads were made by J. W. Seaman, C. E. representing the several interested political jurisdictions in control of the same. The staking and lay-out was also furnished by Mr. Seaman.

The construction specified were drainage improvements and the construction of a 6" gravel base course with a 3" Penetration macadam intermediate course and a 1¼" type "T" top course for Pine Brook Road, Half Mile Road and Hope Road. On Main Street, Oceanport, the plans called for a Type "T" Binder used as a leveling course and a 1¼" type "T" top. However, it was found advisable on account of the unstable condition of the surface of that portion of the roadway from Station 0+00 to about Station 17, to scarify, reshape and rebind the existing slag macadam surface and then place thereon a 3" Penetration Macadam intermediate course before placing the 1¼" Type "T" top.

The Main Street project also provides for new concrete curb construction from the beginning to about Sta. 35 on the Right and Left and new concrete sidewalk on the Left at the same location. New sidewalk and curb were constructed at other locations where the cross-section of the roadway required adjustment.

Fort Monmouth,Camp Woods & Coles

Island Beach Coast Guard Access Road
Forked River Coast Guard Sta. to Seaside Park
Federal Aid # DA-NR-7

Island Beach Boro   Ocean County

General Contractor: N.J. State Hy. Maint. Department
Resident Engineer: V. E. Markle

Length of Project: 8.403 miles
Pavement: 9" treated gravel 14' wide. Resurfaced areas 3 and 4" 18' wide
Shoulders: 1 to 3' earth
Graded: 20' & 24'

Commissioner Approved Project Agreement: 6-1-43
Date Work Started: 1-18-43

Completion Time: 6-1-43   Extensions: 7-30-43
Contract Completed (Date) 7-30-43   Working Days Used: 149
Work Accepted By Commissioner: 8-14-43

Federal Project Estimate Sheet: $ 86,346.08
Final Cost from Accounting Dept.   112,116.56
This cost includes labor, materials, equipment and overhead.

This project was constructed for the purpose of providing access to the Forked River Coast Guard Station and to improve the existing traffic facilities for the Cedar Creek and the Island Beach Stations located on Island Beach.

From the Southerly end of the project, starting at the beach front at station 65+00 to station 248+40, the construction was on a new location through high sand dunes. This portion was graded for a 30' width and 14' gravel roadway of 9" thickness. From station 248+40 to 436+22 the existing roadway was of a thin outworn gravel surface of indeterminate width. Breaks in the surface and thin spots were excavated and repaired with new gravel and the roadway resurfaced with approximately 4" of gravel for a width of 18'. From station 436+22 to station 510+00 the existing surface was of badly worn bituminous treated gravel. **Thus** it was found necessary to scarify and to improve grades and cross section with additional gravel.

The original plans were changed to provide stripping of the turf in both cut and fill sections. The widening of the cuts in order to secure the necessary increased fills and additional gravel surface was added to construct 36 turn-outs along the 14' pavement.

Construction was started on January 18, 1943, and the bituminous surface treatment was begun on July 1st. All items of work including clearing of site and curing of treated surface was completed by July 30th.

The U. S. Coast Guard assumes maintenance as per their agreement with the Barnegat Bay and Beach Co. dated 1-11-43.

Pemberton-Fort Dix Access Road
Emmon's Corner Intersection
Federal Project # DA-WR-9

Pemberton Township — Burlington County

General Contractor: Agabiti Bros.
Bonding Company: Standard Accident Insurance Co. of Detroit

Resident Engineer: A. C. Ely

Length of Project: 0.165 miles
Pavement: 5" Macadam Base with 4" Pen. Mac. Int. course topped with 1" Type T Dual Roadways 23' to 30'
Graded: Dual 23' roadways with center islands variable width to 20'
Right of Way: 66' and wider

Bids Received: 8-30-43 — Contract Awarded: 9-8-43
Date of Contract: 10-2-43 — Contract in effect: 10-15-43
Working days started: 10-25-43 — Date Work Started: 9-20-43
Completion time: 30 W. Days, Extensions to 12-31-43: 4 W.D. Total 34 WD
Time used to 12-31-43: 25 Working Days

Amount of Original Contract: $ 17,457.60
Amount of Adjusted Contract to 12-31-43: 19,562.23
Amount completed to Dec. 31, 1943: $ 16,250.00

The reason for this improvement is to eliminate a very dangerous traffic condition at this sharp turn and intersection on the Fort Dix-Pemberton Road.

This contract provides for the separation of traffic into lanes by the use of islands and puts super elevation in the curve.

It was late in the season for this kind of work but the contractor managed to complete the paving late in December.

Pemberton-Fort Dix Access Road
Emmon's Corner Intersection

Skillman Water Supply Reservoir
Cleaning
N.J. State Village at Skillman
State Project

Montgomery Township	Somerset County
General Contractor:	A. S. Wikstrom
Bonding Company:	Aetna Casualty and Surety Co.
Resident Engineer:	L. T. McCormick
Bids Received: 8-30-43	Contract Awarded: 9-1-43
Date of Contract: 9-8-43	Contract in effect: 9-25-43
Working days started: 9-30-43	Date Work Started: 9-10-43

Completion time: 30 W. Days; Extensions to 12-31-43: 28 W.D. Total 58WD

Time used to 12-31-43: 17 Working Days

Amount of Original Contract: $ 21,778.35

Amount of Adjusted Contract to 12-31-43: 42,403.35

Amount completed to Dec. 31, 1943: $ 40,755.35

This contract, let in conjunction with the Department of Institutions and Agencies, provides for the cleaning of a water supply reservoir in order to increase its capacity and provide for an adequate supply of water during the summer months for the N. J. State Village at Skillman.

The contract calls for excavating soil and debris which washed into the lake and the spreading and grading of this excavation on low areas of the property of the Institution.

Excellent progress was made, the original amount of excavation was removed by October 10, 1943. Due to the depth of material being greater than anticipated an order for additional excavation was issued. This was completed by November 12, 1943.

It was then decided to extend the reservoir westerly. An order to do this was issued. Before this excavation could be removed the fall rains started, flooded the reservoir, making it impossible to complete the work until the dry season in 1944. An estimated 3000 cu. yds. of material remains to be removed.

The work, when completed, will increase the capacity of the reservoir by 16,000,000 gallons of water, giving a total capacity of [illegible] gallons.

Skillman Water Supply Reservoir
Cleaning
N. J. State Village at Skillman

N. J. State Highway Department, Southern District
Contracts Awarded Previous to 1943 and carried into 1943
Road Work Only

R & S	Locations	County	Type of Paving & Mileage Conc.	Grading	B.Conc.	Total	Adjusted Cont.Amt.	Completed Previous to 1943	Completed in 1943	To Complete
6(1917)16	Broadway&JerseyAve.Glouc.	Glouc.	1.628		.430	2.058	310819.37		310819.37	
18-1	Old Br.to R4 Grad.& Grav.	Midd.		4.274		4.274	163684.04	149105.00	14579.04	
28-22A	Lebanon Relocation	Hunt.	2.846			2.846	430037.26	277025.00	153012.28A	
28-25B & 26A	No Branch Relocation, Paving	Somerset	2.200			2.200	495470.51	458916.55	36553.96	
35-38A	Morgan - Lawrence Harbor	Midd.	1.269			1.269	479161.04	203,683.00	197303.61	78174.43
39-1C & 2A	Bordentown - Mansfield Square	Bur.	2.210			2.210	562354.03	139167.00	371543.00	B- 51644.03
44-9	Verga Wells	Glouc.					5198.88		5198.88	
56-1	Beach Thorofare Br. & Approaches	Atlantic			.440	.440	133249.18	23575.00	34003.28	75670.90
	Ft.Dix Access Rd.,Sec.1 -Georgetown to Fort Dix	Bur.	4.488			4.488	802855.43	107100.00	672550.00	23205.43
	Ft.Dix Access Rd. Sec.2-Mansfield Square to Georgetown	Bur.	3.515			3.515	668183.69	249465.00	418718.69	
R-42	Access Rd. New York Ship	Camden			0.785	0.785	134421.90	125050.00	9371.90	
	Totals		18.156	4.274	1.655	24.085	$4185435.35	$1733086.55	$2223654.01	$ 228694.79

B - Part of this amount will be reduced later
A - Liquidated damages of $ 2227.00 deducted from final payment

N. J. State Highway Department, Southern District
Work completed previous to 1943 on which adjustments
were made in 1943

R&S Location	County	Work Stopped or Completed	B.Conc.	Total	Adj.Contract Amt-12-31-42	Adj.Contract Amt-12-31-43	1943 Allowance	Deductions
Lambertville-Baptistown, Sec.5	Hunt.	12-31-41	3.199	3.199	78296.98	79441.08	1144.10	$ 224.00 A
R 1&35-11B Grade Sep. Oak St.	Midd.	12-11-42	.216	.216	24275.30	24275.30		468.10 B

(Hogan-Gaul Contract figures)

B - The Maintenance Department spent $ 468.10 in cleaning up after Hogan-Gaul left. This was deducted from Hogan-Gaul's final estimate.

A - Final settlement made by additional allowance of $ 1144.10 Borrow Excavation, etc. Also $ 224.00 has been deducted account deficiency in weight of Bit. Concrete Pavement. Net Amount paid to contractor $ 79,217.08

N. J. State Highway Department Southern District
Contracts Awarded in 1943
Road Work Only

R&S Locations	County	Type of Paving & Mileage Bit.Conc.	Treated Gravel	Total	Adjusted Cont.Amt.	Amt.Completed 1943	Amount to Complete 1944
4 & 35-11B Oak St.Grade Sep.	Midd.	.216		.216	49152.43	49152.43A	
Camp Evans Access Rd.Shark Riv.Area	Mon.	1.418		1.418	74263.08	74263.08	
Emmon's Cor, Ft.Dix-Pemberton Acc.Rd.	Bur.	0.165		0.165	19562.23	16250.00	3,312.23
Island Beach Access Road	Ocean		8.403	8.403	112116.56	112116.56	
Ft. Mon.,Camp Coles& Woods Acc.Rds.	Mon.	3.635		3.635	128095.93	124060.00	4,035.93
Skillman W. Reservoir Cleaning	Somerset				42403.35	40753.35	1,650.00
		5.434	8.403	13.837	$425593.58	$416,595.42	$ 8,998.16

A - Maintenance Department completed the unfinished road work left by Hogan Gaul Contract. Theses figures represent actual state Hy cost of Maintenance Labor Materials & Equipment used as assembled by C. A. Hurley.

SUMMARY OF CONSTRUCTION
PERFORMED DURING 1943 BY
NEW JERSEY STATE HIGHWAY DEPARTMENT
SOUTHERN DISTRICT
ROAD WORK ONLY

	Reinforced Concrete	Bituminous Concrete	Treated Gravel	Grading	Miscellaneous	Total Mileage	Contract Value of Work Performed
1. State Highway Work Awarded Previous to Jan 1, 1943 - Finished in 1943							
	6.674	.430		4.274		11.378	$ 514,964.65
2. State Highway Work Awarded Previous to Jan 1, 1943 - Carried into 1944							
	3.479	.440				3.919	602,849.89
3. State Highway Work Awarded and Completed in 1943							
R4&35-11B Oak St.		.216				.216	49,152.43
4. Other Projects Supervised not Highways							
R-44-9 Verga Wells							5,198.88
Skillman Reservoir Cleaning							40,753.35
5. Access Roads & Other Federal Projects off State Highways							
	8.003	6.003	8.403			22.409	1,427,330.23
Totals	18.156	7.089	8.403	4.274		37.922	$ 2,640,249.43

AVERAGE COMPRESSIVE STRENGTH
OF CORES FROM PLAIN & REINFORCED CONCRETE PAVEMENT LAID IN 1943
SOUTHERN DISTRICT

Rt.&Sec.	Contractor	Cement	Coarse Aggregate	Fine Aggregate	Reg.28-32 Day Cores Dist. Off. #	Av.	Lab. #	Av.	Test Slab Cores #	Lab. Av.	Remarks
6-16	F.A.Canuso & Son	Lehigh	Warner Co.	Buzby Bros & Wenonah Sd.&Gl.Co.	9	5186	8	5278			8" Base Course 7 bag 27 E.Paver. Curcrete
					53	5564	51	5616	3	5586	10" Pl.Conc.Surf. Curcrete. Wooden Trans.Joints. 7bag 27 E. Paver.
				Average	53	5564	51	5616	3	5586	
28-22A	Jannarone Contracting Co.	Allentown	Bound Brook Crushed Stone	Dallenback Sand Co.	4	5737			3	5672	10" R. C. Pav't. Wire Mesh Curcrete Beam Type Joints 7 bag 27 E. Paver.
		Atlas			18	5136			6	5173	
				Average	22	5250	20	5162	9	5340	
35-38A	Weldon Contracting Co.	Lehigh	New York Trap Rock	Steers Sd.& Gl. Co.	10	6299	10	6299			
		National			16	6891	16	6891	3	7543	9"Reinf.Conc.Pav't. Hunt Process "CC" Beam Type Joints 7 bag 27 E. Paver.
		Saylor			15	6334	15	6334	3	6774	
				Average	41	6543	41	6543	6	7160	
39-1C & 2A	Union Building & Construction Co.	Atlas	Warner Sd.& Gl. Co.	Warner Sd.& Gl. Co.	20	5500	20	5499	6	5000	10" Pl.Conc.Surface Sawed Joints Redwood Curcrete - 8 bag 34 E Dual Paver.
		Dragon			27	6113			6	6310	
		National			24	6218			18	6608	
				Average	71	5975	20	5499	30	6227	
Fort Dix Access Rd. Sec.1	J.P.Burns Contr. Co.	Whitehall	Warner Sd.&Gl. Co.	Warner Sd.&Gl. Co.	91	5624	91	5624	6	5824	10" Pl.Conc.Surface Redwood Joints, Curc 3 bags 34 E.S.
		Dragon			1	5813	1	5813			
				Average	92	5626	92	5626	6	5824	

Average Compressive Strength of Cores from
Plain & Reinforced Concrete Pavement Laid in 1943

Southern District
Continued from previous Sheet

Rt.&Sec.	Contractor	Cement	Coarse Aggregate	Fine Aggregate	Reg. 28-32 Day Cores Dist. Off. #	Av.	Lab. #	Av.	Test Slab Cores #	Lab. Av.	Remarks
Fort Dix	Franklin	Allentown	Warner	Warner	15	6282	15	6282	6	6098	10" Pl.Conc.Pav't.
Access	Contracting	Alpha	Sd.&Gl.	Sand &Gl.	7	6227	7	6227	6	6705	Redwood Joints
Rd.Sec.2	Co.	Dragon	Co.	Co.	2	5411	16	5650	6	6067	Curcrete
		Lehigh			8	6175	22	6485	6	6432	7 bag 27 E.D.Paver.
		Lone Star			24	6742	24	6742	12	7383	
				Average	56	6426	82	6436	36	6378	
Yearly Average -											
		9" R. C. Pavement			41	6543	41	6543	6	7160	Contract let 1942
		10" R. C. Pavement			22	5250	20	5162	9	5340	" " "
		10" P. C. Pavement			272	5870	245	5905	75	6383	
		8" Foundation			9	5186	8	5278			
		9" & 10" R.C.& P.C. Pav't.			335	5911	306	5938	90	6331	
Yearly Average of all Cement used during 1943:											
				Allentown	19	6171			9	5956	
				Alpha	7	6227			6	6705	
				Atlas	38	5528			12	5086	
				Dragon	30	6056			12	6190	
				Lehigh	71	5764			9	6150	
				Lone Star	24	6742			12	7383	
				National	40	6487			21	6742	
				Saylor	15	6334			3	6774	
				Whitehall	91	5624			6	5824	

Note:
R.C. = Reinforced Concrete
P. C. = Plain Concrete

ANNUAL REPORT FOR 1943

NEW JERSEY STATE HIGHWAY DEPT.

Division of Bridges.

For the year 1943 the organization of the Bridge Division consisted of an average of 34 employees.

The personnel is classified as follows:

1 - Bridge Engineer

1 - Assistant Bridge Engineer

3 - Senior Bridge Designers

6 - Bridge Designers

3 - Structural Draftsman

3 - Bridge Detailers

7 - Resident Engineers

2 - Senior Bridge Inspectors

5 - Bridge Inspectors

1 - Auditor

1 - Head Clerk-Stenographer

1 - Stenographer.

In addition to the above listed men there are;

3 - In the Armed Forces of the United States.

11 - On voluntary lay-off, employed in War Industry.

7 - On leave of absence, serving as civilian employees of the Army and Navy Departments.

During the past year contracts for the construction of bridges were awarded as follows:

Highway and Stream Bridges on State Highways	-	2
Railroad Bridges on Access Roads to Military Establishments.	-	1
		3

During the past year work was continued on the following bridges which were let in 1941 and 1942:

Highway and Stream Bridges on State Highways	-	12
Railroad " " " "	-	2
Bridges on Military Access Roads.	-	8
County Bridges using Motor Vehicle Aid Funds	-	6
		28

The plans and specifications for bridges on Access Roads to Military Establishments were prepared by this Division and field supervision exercised by our forces.

During the past year the office force has been employed principally in the preparation of plans for bridges on the Post-War Program.

The work during 1943, has been divided into the following five classes:

1. Bridge contracts on State Highways let in 1941 and under construction in 1943:

	Adjusted Contract Price.	Val. of Work done in 1942	Value of work done in 1943.	Val. of uncompleted work.
Highway & Stream Bridges	$2,986,337.95	$1,570,379.64	$630,432.42	$627,936.46

2. Bridge contracts on State Highways let in 1942 and under construction in 1943:

Highway & Stream Bridges	$131,832.80	$70,732.14	$61,100.66	0
R.R. Grade Separations	187,532.80	42,553.77	144,979.03	0
	$319,365.60	$113,285.91	$206,079.69	

3. Bridge contracts on State Highways let in 1943:

Highway & Stream Bridges	$228,911.00		$228,307.69	$603.31

4. Bridge contracts on Access Roads to Military Establishments let in 1942 and under construction in 1943:

Highway & Stream Bridges	$244,132.10	$171,038.90	$73,093.20	0
R.R. Grade Separations	207,734.50	105,500.47	102,234.03	0
	$451,866.60	$276,539.37	$175,327.23	

5. Bridge contract on Access Roads let in 1943:

Railroad Overpass	$100,196.45	0	$100,196.45	0

6. Bridge contracts on County Roads using Motor Vehicle Aid let in 1942 and under construction in 1943:

	$160,855.02	$5,000.00	$155,855.02	0

Total adjusted contract amount for bridges under construction 1943:		$4,247,532.62
Value of work done in 1943	-	1,496,198.50
Value of uncompleted work	-	628,539.77

CONTRACTS ON STATE HIGHWAYS LET IN 1941 AND UNDER CONSTRUCTION IN 1943

Route No.	Sec.	Local Name	Contract Price	Adjusted Contract Price	Value of Work done in 1943	Official Starting date	Date or % Completed.
3-3	1	Erie Railroad & Berry Creek Viaduct	$689,539.50	$719,206.51	$299,961.64	6-20-41	82%
(R)4&35	11B	Overpass at Oak Street	53,010.30	58,331.36	27,055.29	2-13-42	10-29-43 (+)
(R)4&35	11B	Pedestrian Tunnel at Oak Street	13,095.00	13,230.19	528.04	2-13-42	10-29-43 (*+)
25	3C	Removal of Old Passaic River Bridge	86,493.20	112,753.28	25,087.75	3-12-41	8-13-43 **
(R) 28	22A	So. Branch of Rockaway River	17,175.09	18,261.82	1,172.60	5-1-42	4-16-43
(R) 28	22A	So. Branch of Rockaway Creek	21,591.66	21,590.12	214.38	5-1-42	4-16-43
35	38	Cheesequake Creek Bridge	942,893.70	949,866.12	167,488.79	10-6-41	97%
54	1	Overpass at Route #42	59,273.58	59,395.58	590.33	1-30-42	5-11-43
(R) 56		Venice Lagoon	98,911.20	104,729.87	56,205.19	1-30-42	99% (*)
(R) 56		Beach Thorofare	936,574.60	928,973.10	58,128.41	1-30-42	48% (*)
			$2,918,557.83	$2,986,337.95	$636,432.42		

(R) = Lot with Road Contract	6
Lot Separate	4
Total	10

(*) Bridge work discontinued temporarily due to inability to obtain critical materials.

(+) New contract lot and work completed by another contractor.

VIADUCT OVER BERRY'S CREEK AND ERIE RAILROAD

Route #S-3, Sec. #1
Sta. 206±
Rutherford - Bergen County

Type of Structure	Steel Deck Beams on Concrete Piers
Width of Roadway on Bridge	2 @ 38'-0" Isl. 4'-0"
Width of Sidewalk on Bridge	2 @ 4'-0"
Length of Spans	2 @ 63'-0"; 8 @ 72'-0"
Length of Bridge Deck on Ø of Roadwy	734'- 0-1/2"
Deck Covering	Concrete
Type of Foundation	Concrete on timber and steel piles
Contractor	Fehlhaber Pile Co., Inc.
Inspector in Charge of Work	H.R. Gabriel, Resident Engineer
Bonding Company	The Aetna Casualty & Surety Co.
Official Starting Date	June 20, 1941
Work Started	3/23/42
Working days specified	275 Working days
Percent of completion by 12/31/43	82%
Engineer's Estimate of Cost	$737,609.00
Contract Price	$689,539.50
Adjusted Contract Price	$719,206.51
Value of work done in 1942	$290,600.37 including structural steel at site.
" " " " " 1943	$299,961.64
Value of work to be done in 1944	$128,644.50

REMARKS: Work of the contract has been delayed due to instability of approach embankments and inability to obtain foundation piles.

Overpass at Oak Street

Route #4&35, Sec. #11-B

Sta. 177+96.11
Sayreville - Middlesex County.

Type of Structure	Longitudinal Steel Deck Beams
Width of Roadway on Bridge	1 @ 30'-0"
Width of Sidewalks " "	2 @ 6'-0"
Width of Roadway Under Bridge	2 @ 32'-0"; Isl. 16'-0"
Width of Sidewalk " "	2 @ 6'-0"
Length of Spans	2 @ 44'-6"
Length of Bridge Deck on ⊄ of Roadway	101'- 7-1/4"
Deck Covering	Concrete
Type of Foundation	Concrete
Contractor - Original Contract	Hogan-Gaul Construction Co.
" Final "	Ole Hansen
Inspector in Charge of Work	A. E. Lee
Bonding Company	Indemnity Insurance Co. of N.A.
Official Starting Date	2.13.42
Working Days Specified	130
Work Started	3/10/42
Percent of Completion -Original Contract	7/2/42 - 59%
Engineer's Estimate of Cost	$52,337.85
Original Contract Price	$53,010.30
Value of work done in 1942 under original contract.	$31,276.07
Value of work done by Maintenance Div. in 1943	$ 2,316.35
Cost of structural steel purchased by Highway Dept.	$ 6,633.64
Value of work done by Ole Hansen on Final Contract.	$ 18,105.30
Final cost	$58,331.36
Date of completion	10/29/43

PEDESTRIAN TUNNEL AT OAK STREET.

Route #4 & 35, Sec. 11-B
Sta. 171+34.4

Sayreville Twp. - Middlesex County

Type of Structure	Concrete Box
Width of Roadway on Bridge	2 @ 32'-0" Isl. @ 16'-0"
Width of Sidewalk " "	None
Length of Span	1 @ 6'-0"
Length of Bridge Deck on ℄ of Roadway	7'-8"
Deck Covering	Embankment and Roadway Pavement
Type of Foundation	Concrete
Contractor - Original Contract	Hogan-Gaul Construction Co.
Contractor - Final Contract	
Inspector in Charge of work	A. E. Lee, Resident Engineer
Official Starting Date	2/13/42
Bonding Company	Indemnity Insurance of N.A.
Working days specified	130
Percent of completion 7/23/42 Original Contract	97
Engineer's Estimate of Cost	$12,180.50
Contract Price	$13,095.00
Value of work done in 1942 by Contractor	$12,702.15
Value of work done in 1943 by Maintenance Div.	$ 528.04
Total Cost	$13,230.19

Bridge was included in Roadway Contract. Bridge work terminated 12/11/42 due to inability to obtain Iron Pipe Railing. Bridge completed by Maintenance Div.

REMOVAL OF OLD PASSAIC RIVER BRIDGE

Route #25, Sec. #30

Newark & Kearny - Essex & Hudson Counties.

Type of Foundation	Concrete on Piles
Contractor	General Contracting & Engineering Dompany
Inspector in Charge of Work	A.E. Lee, Resident Engineer
Bonding Company	Seaboard Surety Co.
Official Starting Date	March 12, 1941
Work Started	March 12, 1941
Working days specified	90 Calendar Days
Date of Completion	8-13-43
Engineer's Estimate of Cost	$101,795.00
Contract Price	$ 86,493.20
Adjusted Contract Price	$112,753.28
Value of Work Done in 1941	$87,665.53
Value of work done in 1942	None
Value of work done in 1943	$25,087.75

REMARKS: Contract consisted of the removal of the substructure and superstructure of the old bridge. Dredging completed to satisfaction of War Dept. 8-30-43.

SOUTH BRANCH ROCKAWAY RIVER

Route #28, Sec. #22-A
Sta. 240+00

Lebanon Relocation

Lebanon - Hunterdon County

Type of Structure	Reinf. Concrete Slab
Width of Roadway on Bridge	2 @ 23'-0"; Isl. @ 48'-0"
Width of Sidewalks " "	2 @ 9'-0"
Length of Span	1 @ 20'-0"
Length of Bridge Deck on ℄ of Roadway	27'-0"
Deck Covering	Concrete
Type of Foundation	Concrete
Contractor	Jannarone Contracting Co.
Inspector in Charge of Work	A. E. Lee, Resident Engr.
Bonding Company	Massachusetts Bonding & Insur.Co.
Official Starting Date	May 1, 1942
Work Started	4/14/42
Working days specified	120 Working Days
Engineer's Estimate of cost	$23,332.50
Contract Price	$17,175.09
Adjusted contract price	$18,261.82
Value of work done in 1942	$17,089.22
Value of work done in 1943	$1,172.60
Date of completion	4-16-43

REMARKS: Bridge was included in roadway contract.

SOUTH BRANCH ROCKAWAY CREEK

Route #28, Sec. #22-A

Sta. 306+23.8

Lebanon Relocation

Lebanon - Hunterdon County.

Type of Structure	Reinf. Concrete Slab
Width of Roadway on Bridge	2 @ 37'-0"; Isl. 48'-0"
Width of Sidewalk " "	None
Length of Span	1 @ 20'-0"
Length of Bridge Deck on ⌀ of Roadway	23'-0"
Deck Covering	Concrete
Type of Foundation	Concrete
Contractor	Jannarone Contracting Co.
Inspector in Charge of Work	A. E. Lee, Resident Engr.
Bonding Company	Massachusetts Bonding & Insur. Co.
Official Starting Date	May 1, 1942
Work Started	6/4/42
Working days specified	120 W.Ds.
Engineer's Estimate of Cost	$27,107.00
Contract Price	$21,591.66
Adjusted Contract Price	$21,590.12
Value of work done in 1942	$21,375.74
Value of work done in 1943	$ 214.38
Date of Completion	4/16/43

REMARKS: Bridge was included in roadway contract.

CHEESEQUAKE CREEK

Route #35, Sec. #38 Sta. 97±
Sayreville & Madison - Middlesex County.

Type of Structure	Bascule Draw and Deck Beam App.
Width of Roadway on Bridge	2 @ 32'-0"; Isl. 4.0'
Width of Sidewalk " "	2 @ 6.0"
Length of Spans	1 @ 50' Basc.;1@ 76'-4"; 1@59'-11"; 6 @ 70'-4"
Length of Bridge Deck on Ø of Roadway	713'-0"
Deck Covering	Steel Grid on Draw Span-Concrete on others
Type of Foundation	Concrete on Piles
Contractor	Fehlhaber Pile Company, Inc.
Inspector in Charge of Work	C. L. Appleton, Resident Engr.
Bonding Company	The Aetna Casualty & Surety Co.
Official Starting Date	October 6, 1941
Work Started	Nov. 10, 1941
Working days specified	275 W.Ds.
Percent of completion by 12/31/43	97%
Engineer's Estimate of Cost	$921,123.90
Contract Price	$942,893.70
Adjusted Contract Price	$949,866.12
Value of Work Done in 1941	$63,923.90
Value of Work done in 1942	$688,453.43
Value of work done in 1943	$167,488.79
Value of work to be done in 1944	$ 30,000.00

REMARKS: Bridge was accepted subject to completion of cement mortar encasement of beams when labor is available $30,000" retained to cover uncompleted items.

Route #54, Section 1

OVERPASS AT ROUTE #42

Sta. 299+92.20

Folsom - Atlantic County

Type of Structure	Longitudinal Steel Deck Beams
Width of Roadway on Bridge	2 @ 26'-0"; Isl. 4'-0"
Width of Sidewalk " "	2 @ 6'-3"
Width of Roadway Under Bridge	2 @ 35'-0" Isl. 7'-0"
Width of Sidewalk " "	2 @ 10'-3"
Length of Spans	2 @ 47'-8"
Length of Bridge Deck on Ø of Roadway	100'-11"
Deck Covering	Concrete
Type of Foundation	Concrete
Contractor	Eisenberg Construction Co.
Inspector in Charge of Work	Patrick McCullough, Inspector.
Bonding Company	Maryland Casualty Co.
Official Starting Date	1/30/42
Work Started	3/2/42
Working days specified	100
Date of completion	5-11-43
Engineer's Estimate of Cost	$59,228.83
Contract Price	$59,273.58
Adjusted Contract Price	$59,395.58
Value of work done in 1942	$58,805.25
Value of work done in 1943	$ 590.33

REMARKS: Work was suspended until spring of 1943.

VENICE LAGOON

Route #56, Absecon Boulevard
Sta. 257±
Atlantic City - Atlantic County

Type of Structure	Concrete Pile Trestle
Width of Roadway on Bridge	2 @ 35'-0"; Isl. 4'-0"
Width of Sidewalks on Bridge	2 @ 6'-0"
Length of Spans	9 @ 20'-4"
Length of Bridge Deck on ⌀ of Roadway	183'-0"
Deck Covering	Concrete
Type of Foundation	Concrete Piles and Timber Piles at Abutments.
Contractor	Ole Hansen
Inspector in Charge of Work	M.L. Vail, Resident Engineer
Bonding Company	Fidelity & Deposit Co.
Official Starting Date	1/30/42
Work Started	2/9/42
Working days specified	250
Percent of completion 12/31/43	99%
Engineer's Estimate of Cost	$114,317.00
Contract Price	$98,911.20
Adjusted Contract price	$104,729.87
Value of work done in 1942	$47,477.38
Value of work done in 1943	$56,205.19
Value of work to complete	$ 1,047.30

REMARKS: Roadway work included in contract but not in above costs. This bridge was included in same contract with Beach Thorofare Bridge. Work suspended May 31, 1943.

BEACH THOROFARE

Route #56, Absecon Boulevard
Sta. 251±
Atlantic City - Atlantic County

Type of Structure	Bascule Draw Span and Deck beam Approaches.
Width of Roadway on Bridge	2 @ 35'-0"; Isl. 4'-0"
Width of Sidewalk " "	2 @ 8'-6"
Length of Spans	Basc. 1@60'-0"; 2@ 68'-0";1 @69'-0"; 1 @ 66'-4"; 2 @ 48'-0"
Length of Bridge Deck on C of Roadwy	474'-11"
Deck Covering	Steel Grid on Draw Span-Concrete on others.
Type of Foundation	Concrete on piles
Contractor	Ole Hansen
Inspector in Charge of Work	M.L. Vail, Resident Engr.
Bonding Company	Fidelity & Deposit Co.
Official Starting Date	1/30/42
Work Started	1/22/42
Working days specified	250
Percent of Completion 12/31/43	48
Engineer's Estimate of Cost	$989,417.85
Contract Price	$936,574.60
Adjusted Contract Price	$928,973.10
Value of Work done in 1942	$402,600.03
Value of Work done in 1943	$58,128.41
Value of work to complete	$468,244.66

REMARKS: Roadway work included in contract but not in above costs. Work discontinued on May 31, 1943 until critical materials can be obtained.

BRIDGES ON STATE HIGHWAYS LET IN 1942 AND UNDER CONSTRUCTION IN 1943.

Route No.	Section	Local Name	Contract Price	Adjusted Contract Price	Value of work Done in 1943	Starting Date	Date Completed.
(R) 39	1-C 2-A	Blacks Creek	$111,388.65	$109,062.41	$58,937.16	10/13/42	11/5/43
39	1C-2A	Branch of Blacks Creek	23,961.50	22,770.79	2,163.90	9/28/42	3/18/43
			$135,350.15	$131,833.20	$61,101.06		

BLACKS CREEK

Route 39, Secs. 1C & 2A
Sta. 1078+68

Bordentown Twp - Burlington County
Federal Aid Proj. SN-FAP-100F(1)

Type of Structure	Reinforced Concrete Rigid Frame
Width of Roadway on Bridge	37 Ft.
Width of Sidewalk " "	8 Ft.
Length of Span	42 Ft. clear
Deck Covering	Roadway embankment and pavement
Type of Foundation	Concrete
Contractor	Union Building & Construction Co.
Inspector in Charge of Work	C. D. Weller
Bonding Company	American Bonding Co. of Maryland
Official Starting Date	9-8-42
Work Started	10-13-42
Working days specified	160
Date of Completion	11-5-43
Engineer's Estimate of Cost	$101,490.10
Contract Price	$111,389.45
Adjusted Contract Price	$109,062.41
Value of Work Done in 1942	$ 50,125.25
Value of Work done in 1943	$ 58,937.16

REMARKS: This contract also included the raising and reconstruction of the existing bridge to carry north bound traffic. Bridge and roadway work in same contract.

BRANCH OF BLACKS CREEK

Route #39, Sec. 1C & 2A
Sta. 1073+0
Bordentown Township -Burlington County
Federal Aid Project SN-FAP-10CF(1)

Type of Structure	Reinforced Concrete slab
Width of Roadway on Bridge	37 ft.
Width of Sidewalk " "	8 ft.
Length of Span	9'-6"
Length of Bridge Deck on ∅ of Roadway	12'-2"
Deck Covering	Roadway embankment and pavement
Type of Foundation	Concrete on timber piles
Contractor	Union Building & Construction Co.
Inspector in Charge of Work	C.D. Weller
Bonding Company	American Bonding Co. of Maryland
Official Starting Date	9-8-42
Work Started	9-28-42
Working days specified	160
Date of Completion	3-18-43
Engineer's Estimate of Cost	$20,796.50
Contract Price	$23,961.50
Adjusted Contract Price	$22,770.79
Value of Work Done in 1942	$20,606.89
Value of Work done in 1943	$2163.90

REMARKS: This contract consists of the extension of an existing bridge to carry south bound lane of traffic. Bridge and Roadway work in same contract.

BRIDGE CONTRACTS LET IN 1943.

BRIDGES ON STATE HIGHWAYS.

ROUTE NO.	SECTION	LOCAL NAME	CONTRACT PRICE	ADJUSTED CONTRACT PRICE	VALUE OF WORK DONE IN 1943	STARTING DATE	DATE OR % COMPLETED.
25	32B 34A	Overpass at Port St.	$59,233.30	$60,331.09	$59,727.78	11-15-43	99%
25A Detour		Passaic River Bridge	167,160.35	168,579.91	168,579.91	3/1/43	6/17/43
			$226,393.65	$228,911.00	$228,307.69		

BRIDGES ON ACCESS ROADS.

ROUTE	LOCAL NAME	CONTRACT PRICE	ADJUSTED CONTRACT PRICE	VALUE OF WORK DONE IN 1943	STARTING DATE	DATE COMPLETED.
Port St. Access Road Rt. 25 to Doremus Ave.	Overpass at C.R.R. & P.R.R.	$102,452.20	$100,196.45	$100,196.45	2/27/43	6/21/43

Route #25, Secs. 32B & 34A
Sta. 486+ 37.9

Overpass at Port St.

County	Essex
Municipality	Newark
Federal Aid Project No.	SN-A-FAP 185-A(1)
Type of Structure	Reinforced Concrete T Beams.
Width of Roadway on Bridge	32 Ft.
Width of Sidewalk " "	2 @ 2'-6"
Width of Roadway Under Bridge	2 @ 25'-6"
" " Sidewalk " "	2 @ 2'-6"
Length of Spans	2 @ 30'-6"
Length of Bridge Deck on Ø of Roadway	66'-4"
Deck Covering	Concrete
Type of Foundation	Timber piles
Contractor	United Building & Construction Corp.
Inspector in Charge of Work	A. E. Lee
Bonding Company	American Bonding Co. of Baltimore
Official Starting Date	11/15/43
Work Started	9-27-43
Working days specified	50
Percent of Completion by 12/31/43	99%
Engineer's Estimate of Cost	$74,679.40
Contract Price	$59,233.30
Adjusted Contract Price	$60,331.09
Value of Work Done in 1943	$59,727.78
Value of Work to be done in 1944	$ 603.31

Route #25-A Detour

Passaic River Bridge

County	Essex & Hudson
Municipality	Newark & Harrison
Local Name	Hudson & Manhattan R.R.
Type of Structure	Steel through girder -West end. Steel truss swing drawspan over river. Timber trestle with concrete deck-East end.
Width of Roadway on Bridge	24 ft.
Length of Bridge Deck on Ø of Roadway	1726 Ft.
Deck Covering	Swing span wood plank. Others conc.
Type of Foundation	Treated timber piles.
Contractor	Ell-Dorer Contracting Co.
Inspector in Charge of Work	H.R. Gabriel
Bonding Company	American Surety Co. of N.Y.
Official Starting Date	3-1-43
Work Started	1-25-43
Working days specified	70
Date of Completion	6-17-43
Engineer's Estimate of Cost	$177,805.75
Contract Price	$167,160.35
Adjusted Contract Price	$168,579.91
Value of Work done in 1943	$168,579.91

REMARKS: The above costs do not include roadway items.

Route #25

PORT ST. ACCESS ROAD
TO DOREMUS AVE.
C.R.R. & P.R.R.

County	Essex
Municipality	Newark
Federal Aid Project	DA-NI-6B(1)
Type of Structure	Longitudinal Steel beams and conc. deck over R.R. tracks. Timber pile trestle approach each end.
Width of Roadway on Bridge	24 ft.
Width of Sidewalk " "	2 @ 2 ft.
Length of Spans	42 ft. to 59 ft. over R.R. tracks 14 ft. for trestle.
Length of Bridge Deck on ℄ of Roadway	487 ft.
Deck Covering	Concrete over R.R.tracks-Plank on trestle
Type of Foundation	Timber piles
Contractor	H. L. Harrison & Sons Inc.
Inspector in Charge of Work	A. E. Lee
Bonding Company	Massachusetts Bonding & Ins.Co.
Official Starting Date	2-27-43
Work Started	2-5-43
Working days specified	90
Date of Completion	6-21-43
Engineer's Estimate of Cost	$137,343.50
Contract Price	$102,452.20
Adjusted Contract Price	$100,196.45
Value of Work Done in 1943	$100,194.45

REMARKS: The above costs do not include roadway items.

BRIDGES ON MILITARY ACCESS ROADS LET IN 1942 AND UNDER CONSTRUCTION IN 1943.

Road to	Section	Local Name	Contract Price	Adj.Contract Price.	Work done in 1943	Starting Date	Date or % Completed
Picatinny Arsenal	3	U.S.Roadway over Green Brk.	$45,690.68	$46,267.10	0	7/7/42	5-6-43
" "	3	Underpass at Parker Road	59,107.40	58,610.00	$27,283.08	10/23/42	7-29-43
" "	3	Parker Road over Green Pond Brook.	65,890.95	64,801.70	29,747.72	10/12/42	5-6-43
" "		Overpass at N.Main St. Relocation.	60,697.40	60,654.97	2,264.07	7/20/42	8-11-43
Fort Dix		Penn.& Atlantic R.R.	88,139.35	87,212.31	87,212.31	9/29/42	12/23/43
" "		Assiscunk Creek Bridge	9,034.40	9,811.06	9,811.06	9/29/42	4/15/43
U.S. Naval Supply Depot		Bridge over C.R.R. of N.J. & L.V.R.R. Bayonne.	106,137.30	119,604.53	14,104.06	6/15/42	3/24/43
Camp Kilmer		Ambrose Brook Bridge Extension.	4,870.50	4,904.93	4,904.93	-	4/30/43
			$439,567.98	$451,866.60	$175,327.23		

WEST BOUND ROADWAY OVER GREEN BROOK

Access Road to Picatinny Arsenal Sec. 3
Sta. 71+18.95
Rockaway Township - Morris County
Federal Aid Project DA-WR-2

Type of Structure	Reinforced Concrete Deck Beams
Width of Roadway on Bridge	44 ft.
Width of Sidewalk " "	2 @ 8 ft.
Length of Span	39'-2"
Length of Bridge Deck on ℄ of Roadway	45'-0-3/8"
Deck Covering	Concrete
Type of Foundation	Concrete on piles
Contractor	Franklin Contracting Co.
Inspector in Charge of Work	A. E. Lee
Bonding Company	Standard Accident Insurance Co.
Official Starting Date	7/24/42
Work Started	7/7/42
Working days specified	80
Date of Completion	5-6-43
Engineer's Estimate of Cost	$38,475.65
Contract Price	$45,690.68
Adjusted Contract Price	$46,267.10
Value of Work done in 1942	$46,267.10

REMARKS: Bridge and roadway work in same contract.

UNDERPASS AT PARKER ROAD

Access Road to Picatinny Arsenal Sec. 3

Sta. 76+35.34

Boro of Wharton - Morris County

Federal Aid Project DA-WR-2

Type of Structure	Reinforced Concrete Deck Beams
Width of Roadway on Bridge	26 Ft.
Width of Sidewalk " "	2 @ 8'
Width of Roadway Under Bridge	44 Ft.
" " Sidewalk " "	2 @ 10'-6"
Length of Spans	2 @ 9'-4-5/8" - 1 @ 59'-10"
Length of Bridge Deck on ℄ of Roadway	82'-4"
Deck Covering	Concrete
Type of Foundation	Concrete
Contractor	Franklin Contracting Co.
Inspector in Charge of Work	A. E. Lee
Bonding Company	Standard Accident Insurance Co.
Official Starting Date	7-24-42
Work Started	10-23-42
Working days specified	120
Date of Completion	7-29-43
Engineer's Estimate of Cost	$51,357.00
Contract Price	$59,107.40
Adjusted Contract Price	$58,610.00
Value of work done in 1942	$31,326.92
Value of work done in 1943	$27,283.08

REMARKS: Bridge and roadway work in same contract.

PARKER ROAD OVER GREEN POND BROOK
Access Road to Picatinny Arsenal
Section 3 Sta. 77+00.54

Boro of Wharton - Morris County
Federal Aid Project DA-WR-2

Type of Structure	Reinforced Concrete Arch
Width of Roadway on Bridge	26 ft.
Width of Sidewalk " "	2 @ 8 ft.
Length of Span	30 ft.
Deck Covering	Roadway Embankment and Pavement
Type of Foundation	Concrete
Contractor	Franklin Contracting Co.
Inspector in Charge of Work	A. E. Lee, Resident Engineer
Bonding Company	Standard Accident Insurance Co.
Official Starting Date	7-24-42
Work Started	10-12-42
Working days specified	140
Date of Completion	5-6-43
Engineer's Estimate of Cost	$57,094.70
Contract Price	$65,890.95
Value of Work Done in 1942	$35,053.98
Value of work done in 1943	$29,747.72
Adjusted Contract Price	$64,801.70

REMARKS: Bridge and roadway work in same contract.

OVERPASS AT NORTH MAIN STREET RELOCATION

Access Road to Picatinny Arsenal Sec.3

Sta. 88+54.96

Boro of Wharton - Morris County

Federal Aid Project DA-WR-2

Type of Structure	Reinforced Concrete Deck beams
Width of Roadway on Bridge	44 ft.
Width of Sidewalk " "	2 @ 7 Ft.
Width of Roadway Under Bridge	26 ft.
Width of Sidewalk " "	2 @ 6 ft.
Length of Spans	23' -1-5/8"
Length of Bridge Deck on ℄ of Roadway	54' 4-1/2"
Deck covering	Concrete
Type of Foundation	Concrete
Contractor	Franklin Contracting Co.
Inspector in Charge of work	A. E. Lee
Bonding Company	Standard Accident Insurance Co.
Official Starting Date	7/24/42
Work Started	7/20/42
Working days specified	80
Date of completion	8-11-43
Engineer's Estimate of Cost	$50,220.00
Contract Price	$60,697.40
Adjusted Contract Price	$60,654.97
Value of Work done in 1942	$58,390.90
Value of work done in 1943	$ 2,264.07

REMARKS: Bridge and roadway work in same contract.

PENNSYLVANIA & ATLANTIC R.R.

Section 1 Sta. 1542+77.5
Hanover Twp. - Burlington County
Federal Project DA WR-1-B(1)

FORT DIX ACCESS ROAD, Sec. 1
Sta. 1542+77.5

Type of Structure	Reinforced Concrete Deck Beams
Width of Roadway on Bridge	56 Ft.
Width of Sidewalk " "	2 @ 11 Ft.
Length of Spans	2 @ 41'-9" 1 @ 33'-11"
Length of Bridge Deck on ¢ of Roadway	128 ft.
Deck Covering	Concrete
Type of Foundation	Concrete
Contractor	J. P. Burns
Inspector in Charge of Work	C. D. Weller
Bonding Company	Seaboard Surety Co.
Official Starting Date	9-29-42
Work Started	2-10-43
Working days specified	140
Date of Completion	12-23-43
Engineer's Estimate of Cost	$75,385.05
Contract Price	$88,139.35
Adjusted Contract Price	$87,212.31
Value of work done in 1943	$87,212.31

REMARKS: Bridge and roadway work in same contract.

ASSISCUNK CREEK BRIDGE

FORT DIX ACCESS ROAD - Sec. 1 Sta. 1369+42

Mansfield & Springfield Townships -
Burlington County
Federal Aid Project DA-WR1-B(1)

Type of Structure	Reinforced Concrete Slab
Width of Roadway on Bridge	42 ft.
Width of Sidewalk " "	1 @ 18 ft. 1 @ 10 ft.
Length of Spans	9 ft.
Length of Bridge Deck on Ø of Roadway	11'-6"
Deck Covering	Roadway Embankment and Pavement
Type of Foundation	Concrete
Contractor	J. P. Burns
Inspector in Charge of Work	C. D. Weller
Bonding Company	Seaboard Surety Company
Official Starting Date	9-29-42
Work Started	1-4-43
Working days specified	140
Date of completion	4-15-43
Engineer's Estimate of Cost	$7,109.20
Contract price	$9,034.40
Adjusted Contract Price	$9,811.06
Value of work done in 1943	$9,811.06

REMARKS: Bridge and roadway work in same contract.

BRIDGE OVER C.R.R. OF N.J. AND L.V.R.R.

Access Road from Avenue E at 40th St.
to U.S. Naval Supply Depot.

Federal Project - DA-NR-2

Bayonne - Hudson County.

Type of Structure	Longitudinal Steel Deck Beams-Concrete Slab.
Width of Roadway on Bridge	30 Ft.
Width of Sidewalk " "	2 @ 6 ft.
Length of Spans	21'-7-3/4"; 57'-0"; 38'-7-3/4"; 46'-0"; 30'-6-1/4"
Length of Bridge Deck on ¢ of Roadway	210'-4"
Deck Covering	Concrete
Type of Foundation	Concrete
Contractor	New Jersey Asphalt & Paving Co.
Inspector in Charge of Work	H. R. Gabriel
Bonding Company	Aetna Casualty & Surety Co.
Official Starting Date	6/15/42
Work Started	6/12/42
Working days specified	90
Date of Completion	3-24-43
Engineer's Estimate of cost	$76,338.50
Contract Price	$106,137.30 (Bridge only)
Adjusted Contract Price	$119,604.53
Value of work done in 1942	$105,500.47
Value of work done in 1943	$14,104.06

REMARKS: Bridge and roadway work in same contract.

AMBROSE BROOK BRIDGE EXTENSION

Plainfield Ave. Access Road to Camp Kilmer

Sta. 86+ 20±
Piscataway Twp. Middlesex County
Federal Project DA-WR-5

Type of Structure	Reinforced Concrete slab and abutments.
Width of Roadway on Bridge	40 Ft.
Width of Sidewalk " "	6 Ft.
Length of Span	22 Ft.
Length of Bridge Deck on Ø of Roadway	25'-3"
Deck Covering	Concrete
Type of Foundation	Concrete
Inspector in Charge of Work	V. E. Williams
Date of Completion Specified	Dec. 31, 1942
Date of Completion	4-30-43
Engineer's Estimate of Cost	$4,870.50
Contract Price	$4,870.50
Adjusted Contract Price	$4,904.93

REMARKS: The bridge work on this contract is being performed by the Maintenance Division with State forces.

BRIDGE CONTRACTS USING MOTOR VEHICLE AID LET DURING 1942 AND COMPLETED IN 1943.

County	Local Name	Contract Price	Adjusted Contract Price	Value of work done in 1943.	Starting Date	Date or % Completed.
Gloucester	Br. #8-K-6 Grant Ave. over Little Ease Run	$4,538.85	$4,538.85	$4,538.85		3-12-43
"	Br. 5-D-6 Swedesboro Road over branch of Raccoon Cr.	10,360.00	11,819.92	$11,819.92		3-29-43
"	Br. #9-J-2 Aura to Porchtown					
"	Br. #10-K-3 on Delsea Drive	4,626.85	4,626.85	4,626.85		3-18-43
Hudson & Essex	Clay St. Bridge Approach Repairs	100,000.00	129,503.68	124,503.68	10-7-42	4-14-43
Salem	Br. #1399 Blacks Bridge	9,443.[illegible]	10,365.72	10,365.72		5-18-43
			$160,855.02	$155,855.02		

BRIDGE 8-K-6 GRANT AVENUE

Gloucester County - Franklin Township

LITTLE EASE RUN

Type of Structure	Creosoted Timber
Width of Roadway on Bridge	28'-8"
Width of Sidewalk " "	None
Length of Spans	2 @ 15'-0"
Length of Bridge Deck on ℄ of Roadway	30'
Deck Covering	Wood
Type of Foundation	Timber Piles
Contractor	Just F. Ericksen
Inspector in Charge of Work	Patrick McCullough
Bonding Company	New Amsterdam Casualty Co.
Official Starting Date	9/14/42
Work Started	12/31/42
Working days specified	40
Date of Completion	3-12-43
Engineer's Estimate of Cost	$4,472.10
Contract Price	$4,538.85
Adjusted Contract Price	$4,538.85
Value of work done in 1943	$4,538.85

BRIDGE 5 D 6-Swedesboro

FRANKLINVILLE ROAD

Boro of Swedesboro - Gloucester County

BRANCH OF RACCOON CREEK

Type of Structure	Dreosoted Timber
Width of Roadway on Bridge	30'
Width of Sidewalk " "	6'-0"
Length of Spans	2 @ 10'-0"
Length of Bridge Deck on Ø of Roadway	20 Ft.
Deck Covering	Wood
Type of Foundation	Timber piles
Contractor	Joseph W. Rogers
Inspector in Charge of Work	Patrick McCullough
Bonding Company	Indemnity Insurance Co. of N.America
Official Starting Date	10/10/42
Work Started-	12/7/42
Working days specified	70
Date of Completion	3-29-43
Engineer's Estimate of Cost	$10,662.60
Contract Price	$10,360.00
Adjusted Contract Price	$11,819.92
Value of Work done in 1943	$11,819.92

Note: This bridge and Bridge 9 J-2 Aura to Parchtown, Branch of Still Run were combined in one contract. The prices above are for the combined contract as individual prices are not available.

BRIDGES 9 J-2 AURA TO PORCHTOWN

BRANCH OF STILL RUN

FRANKLIN TOWNSHIP -GLOUCESTER COUNTY.

Type of Structure	Creosoted Timber
Width of Roadway on Bridge	28'-8"
Width of Sidewalk " "	None
Length of Spans	2 @ 11'-0"
Length of Bridge Deck on ∅ of Roadway	23'
Deck Covering	Wood
Type of Foundation	Timber Piles
Contractor	Joseph W. Rogers
Inspector in Charge of Work	Patrick McCullough
Bonding Company	Indemnity Insur. Co. of North America
Official Starting Date	10/10/42
Working days specified	70
Date of Completion	3-29-43
Engineer's Estimate of Cost	$10,662.00
Contract Price	$10,360.00
Adjusted Contract Price	$11,819.92
Value of work done in 1943	$11,819.92

NOTE: This bridge and bridge 506 -Swedesboro Branch of Raccoon Creek were combined in one contract. The prices above are for the combined contract as individual prices are not available.

BRIDGE 10-K-3 on DELSEA DRIVE

IONA LAKE

FRANKLIN TOWNSHIP -GLOUCESTER COUNTY.

Type of Structure	Timber
Width of Roadway on Bridge	28'-8"
Width of Sidewalk " "	None
Length of Spans	2 @ 15'-0"
Length of Bridge Deck on Ø of Roadway	30'
Deck Covering	Wood
Type of Foundation	Timber Piles
Contractor	Just. F. Eriksen
Inspector in Charge of Work	Patrick McCullough
Bonding Company	New Amsterdam Casualty Co.
Official Starting Date	9/13/42
Working days specified	40
Date of Completion	3-12-43
Engineer's Estimate of Cost	$4,760.40
Contract Price	$4,626.85
Adjusted Contract Price	$4,626.85
Value of Work done in 1943	$4,626.85

CLAY ST. BRIDGE APPROACH

REPAIRS

E. NEWARK & NEWARK - HUDSON & ESSEX COUNTIES

NEWARK APPROACH.

Type of Structure	West Abutment.
Contractor	Stillman-Delehanty-Ferris Co.
Inspector in Charge of Work	C. H. Spence
Official Starting Date	Oct. 6, 1942
Work Started	Oct. 7, 1942
Date of Completion	4-14-43
Engineer's Estimate of Cost	$100,000.00
Adjusted Contract Amount	$129,503.68
State's Share to Hudson Co.	$ 50,000.00
Value of Work Done in 1942	$ 5,000.00
Value of work done in 1943	$124,503.68

REMARKS: This was a force account contract.

BRIDGE #1399 -BLACKS BRIDGE

LOWER ALLAWAYS CREEK TOWNSHIP

SALEM COUNTY

Type of Structure	South Abutment only
Type of foundation	Concrete on Timber Piles
Contractor	Joseph W. Rogers
Inspector in Charge of Work	C.D. Weller
Official Starting Date	1/9/43
Date of Completion specified	4/15/43
Date of Completion	5/18/43
Engineer's Estimate of Cost	$8,886.76
Contract Price	$9,443.00
Adjusted Contract Price	$10,365.72
Value of Work done in 1943	$10,365.72

RAILROAD BRIDGES ON STATE HIGHWAYS LET IN 1942 AND UNDER CONSTRUCTION IN 1943.

Route No.	Section	Local Name	Contract Price	Adjusted Contract Price	Value of Work done in 1943.	Starting Date	Date or % Completed.
35	38	Substructure of Bridge over N.Y.& L.B.R.R.	$108,607.00	$107,057.70	$107,057.70		10-21-43
39	1B & 10-A	P.R.R. over Route #39	77,370.50	80,475.10	37,921.33	6/22/42	5-13-43
			$185,977.50	$187,532.80	$144,979.03		

SUBSTRUCTURE OF BRIDGE OVER N.Y.L.&B.RR.

Route #35, Section #38

Sta. 87+25±

Sayreville - Middlesex County.

Type of Structure	Abutments, wingwalls & retaining walls.
Width of Future Roadway on Bridge	32 ft.
Width of Future Sidewalk " "	6 ft.
Length of Span	108'-4"
Type of Foundation	Concrete -one abutment on piles
Contractor	Fehlhaber Pile Company
Inspector in Charge of Work	C.L. Appleton
Bonding Company	The Aetna Casualty & Surety Co.
Official Starting Date	1-8-43
Working days specified	75
Date of completion	10/21/43
Engineer's Estimate of Cost	$165,101.50
Contract Price	$108,607.00
Adjusted Contract price	$107,057.70
Value of work done in 1943	$107,057.70

REMARKS:

This contract consists of the construction of abutments only.

P.R.R. OVER ROUTE #39.

Route #39, Sec. 1B & 10A

Sta. 99+00.±

Bordentown - Burlington County.

Federal Project FAGS 49A(1)

Type of Structure	Through plate girder
Width of Roadway Under Bridge	1 @ 35 Ft.
Width of Sidewalk " "	1 @ 13 ft.
Length of Spans	1 @ 55'-4" 1 @ 18'-7"(average)
Deck Covering	Asphalt block waterproofing and ballast.
Type of Foundation	Concrete
Contractor	Franklin Contracting Co,
Inspector in Charge of Work	P. McCullough
Bonding Company	Standard Accident Insurance Co,
Official Starting Date	2-12-42
Work Started	6-22-42
Working days specified	140
Date of Completion	5-13-43
Engineer's Estimate of Cost	$76,095,75
Contract Price	$77,370.50
Adjusted Contract Price	$80,475.10
Value of work Done in 1942	$42,553.77
Value of Work done in 1943	$37,921.33

REMARKS: The completion of this bridge was delayed due to inability to obtain structural steel.

ANNUAL REPORT

OF THE

HIGHWAY PLANNING BOARD

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1943

ANNUAL REPORT - 1943

HIGHWAY PLANNING BUREAU

The Highway Planning Bureau was established on June 1, 1943, by a Highway Commissioner's Order. It was initiated, however, on March 8, 1943, when the Commissioner appointed a Departmental Committee to investigate and report on matters relating to the status of the highways of New Jersey, as well as to postwar work on the highways of the State. The Committee held twelve meetings between the time it was appointed and May 24, 1943, when a report on its findings was unanimously approved by the members of the Committee and submitted to the Highway Commissioner.

As now established, the purposes of the Highway Planning Bureau are twofold. The first part is to assemble, sort and classify data relating to the highways of the State so as to make them available in a usable form to all the branches of the Highway Department as well as to others that may need these data. The second purpose of the Highway Planning Bureau is to carry out a long range planning of the highway systems of the State, so that future developments and improvements may be carried out in a rational manner. The first part of the function of the Highway Planning Bureau is performed by the office of the State-wide Highway Planning Survey, which is a part of the Planning Bureau.

The State-wide Planning Survey is an organization established under the auspices of the Federal Public Roads Administration in the year 1938 and its work is being carried out with matching federal aid. Similar organizations are functioning in practically all of the forty-eight States.

The Planning Survey has, during the years of its existence, been engaged on the gathering of data pertinent to the highways of the State, on preparing large scale maps of each of the 21 Counties in the State, and on indicating on these maps some of the assembled data in such a manner that they may be readily available and usable. The data being shown on the maps indicate such items as the average daily traffic, the type of pavement, the travel distances, width and capacity of bridges, railroad crossings of highways and other similar items. As it is evident that all of these items are subject to change as the years go by, checks or resurveys must be made from time to time to keep up-to-date the information gathered. Although the staff of the Planning Survey has been severely depleted on account of the war, satisfactory progress has been made in this work during the year 1943. On October 16, 1943, the head of the Planning Survey resigned and his position was filled by his principal assistant, who, since that time has carried out the work in a thoroughly satisfactory manner.

As previously stated, the second purpose of the Bureau is to carry out a long range planning of the highway systems of the State. Since its establishment, therefore, the Bureau has been actively engaged on the preparation of the outlines of an enlarged State Highway System, based on rational lines, a system which should serve the needs of the State for at least the next quarter of a century. To assist the Bureau in carrying out this work, the Commissioner appointed on June 1, 1943, an Advisory Committee, which held six meetings during the remainder of that year.

Although here again the progress has been impeded by lack of assistants due to war time conditions, the work has progressed satisfactorily. This is largely due to the gratifying cooperation of several members of the staff of other branches of the Highway Department who have volunteered their efforts beyond those covered by their normal assignments.

In addition, the Bureau has been engaged on the outlining of primary and secondary Federal Aid highway systems of the State, as well as on the matter of elimination of grade crossings of highways and railroads. The primary basis for all this work has been the data gathered and the maps furnished by the Highway Planning Survey.

Finally, the Bureau has, at the request of the State Highway Commissioner, prepared and submitted reports and memoranda on various matters pertaining to the State Highways of New Jersey.

Sigvald Johannesson

Sigvald Johannesson
Chief, Highway Planning Bureau

March 9, 1944

ANNUAL REPORT

OF THE

PROJECTS DIVISION

NEW JERSEY STATE HIGHWAY
DEPARTMENT

◆

FOR THE YEAR

1943

ANNUAL REPORT

PROJECTS DIVISION

1943

1943 Annual Report

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON
ZONE 1

March 22, 1944

Hon. Spencer Miller, Jr.,
State Highway Commissioner,
Trenton, New Jersey.

Dear Sir:

There is submitted herewith the annual report of the Projects Division for the calendar year 1943.

The war and restrictive regulations have reduced construction to such an extent that the municipal aid work during the year was the lowest on record since 1920.

The restrictions also affected the maintenance programs in counties and municipalities which were reduced to the very minimum.

Effective May 9, 1942 it was necessary to have the approval of Public Roads Administration for the use of all bituminous material. The restriction was removed September 13, 1943.

The following table will show the amount of bituminous material requested for use during that period by all counties and municipalities in the State regardless of State Aid funds.

	1942	1943
Asphalt recommended	4,991,248 gallons	6,055,005 gallons
Tar recommended	9,279,483 "	10,681,482 "
	14,270,731 "	16,736,487 "

The removal of the restrictions will make possible a larger maintenance program in 1944 which is highly desirable.

Applications for Municipal aid, but work not started -

	Miles	State Funds
December 31, 1943	465	$ 3,175,964
Approved for 1944	302	1,717,750
	767	$ 4,893,714
Municipal Funds		543,746
Total Funds		$ 5,437,460

It will be noted from the above that there are funds now available from 1942, 1943 and 1944 appropriations for a municipal aid construction program after the war of five and one half million dollars.

Respectfully submitted,

E. E. Reed

E.E.Reed
Acting State Highway Engineer.

E.E.Reed:EM

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON
ZONE 1

PROJECTS DIVISION MEN IN THE ARMED FORCES OF THE UNITED STATES

Name	Civil Service Title	Date Left Highway Department	Present Military Status
Aiello, Joseph J.	Clerk-Stenographer	6/16/42	Sergeant
Barrett, John	Junior Inspector	3/7/41	Sergeant
Boughton, Percy S.	Junior Inspector	7/1/42	Captain
Chumar, Clarence	Highway Inspector	5/3/42	Carpenter's Mate 2/c (Navy)
Costello, Carl A.	Junior Inspector	8/28/42	First Lieutenant
Davis, Paul F.	State Aid Projects Engineer	5/26/42	First Lieutenant
Deacon, Frank J.	Junior Inspector	9/3/43	Private
Faxon, Alfred A.,Jr.	State Aid Projects Engineer	7/2/40	Major
Forster, Guido F.	State Aid Projects Engineer	6/16/41	Commander (Navy)
Hall, Walter E.	Highway Inspector	7/1/42	Lieutenant (Navy)
Hann, Samuel G.	State Aid Projects Engineer	7/7/43	Warrant Officer (Navy)
Higgins, Frank W.	State Aid Projects Engineer	5/20/42	Major
Kraus, George A.	Assistant Civil Engineer	5/9/42	First Lieutenant
LaBar, Thomas B. H.	State Aid Projects Engineer	5/26/42	Captain
McGarry, John F.	Highway Inspector	2/15/41	Captain
Mills, Paul A.	Highway Inspector	1/15/43	Lt.Commander (Navy)
Packer, George S.	State Aid Projects Engineer	6/17/41	Second Lieutenant
Paul, William V.	State Aid Projects Engineer	5/16/42	Captain
Scott, Edward A.	Clerk-Stenographer	1/12/42	Sergeant
Sterner, Sydney	Junior Inspector	10/1/42	Warrant Officer (Navy)
Sustick, Alzem N.	Clerk-Stenographer	1/16/42	First Sergeant
Thomas, John W.	Rodman	2/27/41	Captain
Topping, Ernest G.	State Aid Projects Engineer	7/13/43	Warrant Officer (Navy)

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON
ZONE 1

Projects Division
Annual Report - 1943

GDC/RG

March 16, 1944

MEMORANDUM TO MR. REED:

Herewith is presented the yearly report of the Projects Division showing the status of Motor Vehicle Aid and Township and Borough Aid (Construction, Dirt Road and Maintenance) funds for the year ending December 31, 1943.

MOTOR VEHICLE AID

All work classified as new construction has been very much curtailed because of Government regulations incident to the war. During 1943 four (4) projects were approved, one of which was completed and involved the construction of .42 mile of sheet asphalt surface at a final cost of $18,927; one project was still under construction involving 2.08 miles of bituminous concrete type FA-BC at an estimated cost of $38,858; and two projects on which work had not started as of December 31, 1943.

A tabulation covering these projects follows, as does a sheet showing the 1943 apportionment of the Motor Vehicle Aid Fund to the counties, and for comparison purposes a sheet has been included showing this information in connection with the 1944 funds. There also follows sheets showing the County appropriations for Roads and Bridges and Bonds and Interest for same for the years 1942 and 1943.

TOWNSHIP & BOROUGH AID (Construction Fund)

New construction work with these funds also has been very much curtailed. The War Production Board on April 10, 1942 issued Conservation Order L-41 prohibiting any construction where the cost exceeded $5,000. This permitted the construction of several miles of gravel roads. On March 15, 1943 the War Production Board revoked the previous order and prohibited any construction costing $1,000 or more without authorization from the War Production Board. A great number of municipalities submitted applications for authorization to do construction and a great number of programs, some of which the War Production Board granted authority to construct where they had a direct connection with the war effort. Later the War Production Board ruled that construction could be done where no processed materials were involved. This permitted the construction of a few miles of gravel road which could be satisfactorily completed without the installation of any drainage structures; namely, that the construction work involved was earthwork and gravel surface. During 1943 work was completed on 62 miles of municipal roads at a final construction cost of $704,034.91, of which cost the State's share was $585,846.23, or approximately 83%.

Of the above mileage 61.38 miles was actual surface construction, of which 28.95 miles was started before March 15, 1943 and 32.43 miles was started after March 15, 1943. Also, there was .62 mile of foundation, grading and drainage work of which .34 mile was started before March 15, 1943 and .28 started after March 15, 1943. The final cost of the .62 mile of foundation, grading and drainage was $13,246.19, the State's share being $11,797.89.

The total amount of Township and Borough Aid Construction funds paid by the State during the year was $599,821.14 of which $13,974.91 represents the State's share of engineering.

During 1943 work was done on a total of 157 projects and of this number 143 or 90% were completed and 14 were under construction as of December 31, 1943.

In addition to the projects completed or under construction there were, at the close of the year, 493 projects on which funds have been allotted but construction has not been started because of war regulations. The total cost of constructing these projects is estimated at $3,528,848, of which the State's share would be $3,175,964. Another 284 projects received State grants of aid from the 1944 funds, and a list of these projects can be seen in this report.

The following tabulation shows a comparison by types of the mileages completed in 1943 and 1942:

	1943					1942				
Type	Twps.	Boros.	Towns	Vils.	Cities	Twps.	Boros.	Towns	Vils.	Cities
Gravel	8.04	.60	-	-	-	32.65	3.35	1.97	-	-
Gravel, B.S.T.	2.52	1.30	-	-	-	7.63	3.09	-	-	-
Gravel, Ca.Cl	31.94	2.95	-	-	-	22.20	5.64	-	-	-
Bit. Pen. Mac.	.74	1.07	-	-	-	3.26	1.23	1.23	-	-
Bit. Concrete	-	-	1.43	-	.71	.44	.51	.82	-	2.39
Type "A" or "T"	2.63	6.81	-	-	-	1.50	1.66	-	-	-
Reinf. Concrete	-	-	-	-	-	-	.30	-	-	-
Plain Concrete	-	-	.64	-	-	-	.18	.25	-	-
Foundation	.26	-	-	-	-	.29	1.81	-	-	-
Grading & Drainage	.28	.08	-	-	-	1.81	.70	-	-	-
Lignin Binder Tr.	-	-	-	-	-	5.24	-	-	-	-
Cal. Cl. Treat.	-	-	-	-	-	9.87	1.20	-	-	-
Totals	46.41	12.81	2.07	-	.71	84.89	19.67	4.27	-	2.39

There also follows a tabulation showing the mileage of municipal roads that have been constructed with Township and Borough Aid funds since December 31, 1920. The original Herrick Act providing for the construction of these rural roads was passed in 1916 but no figures are available for the years before 1921.

Year	Mileage	Year	Mileage	Year	Mileage	Year	Mileage
1921	149.702	1927	114.480	1933	192.490	1939	240.930
1922	197.000	1928	133.100	1934	216.770	1940	195.320
1923	85.380	1929	190.840	1935	172.110	1941	234.720
1924	99.220	1930	251.830	1936	188.250	1942	90.300
1925	167.687	1931	269.900	1937	252.850	1943	61.380
1926	170.000	1932	167.860	1938	246.100		
					Grand Total		4,088.219

TOWNSHIP & BOROUGH AID (DIRT ROAD FUND)

In accordance with Title 27, Chapter 15, of the Revised Statutes, $50,000 of the $125,000 of Township and Borough Aid funds available in each County may be applied for by the Boards of Freeholders and used for the maintenance and repair of unimproved roads. As a part of this report there is a sheet entitled "Township and Borough Aid applications submitted for 1944 Funds," which sheet includes a column showing the requests for 1944 Dirt Road Funds. The total amount requested is $900,000, or the same amount requested by the counties from the 1942 funds. Of the $900,000 requested by the counties from the 1943 funds there was, as of December 31, 1943, an amount of $3,222.00 which had not yet been approved for payment because

it was proposed to be used for a type of work which could not be allowed because of Government regulations.

TOWNSHIP AND BOROUGH AID MAINTENANCE

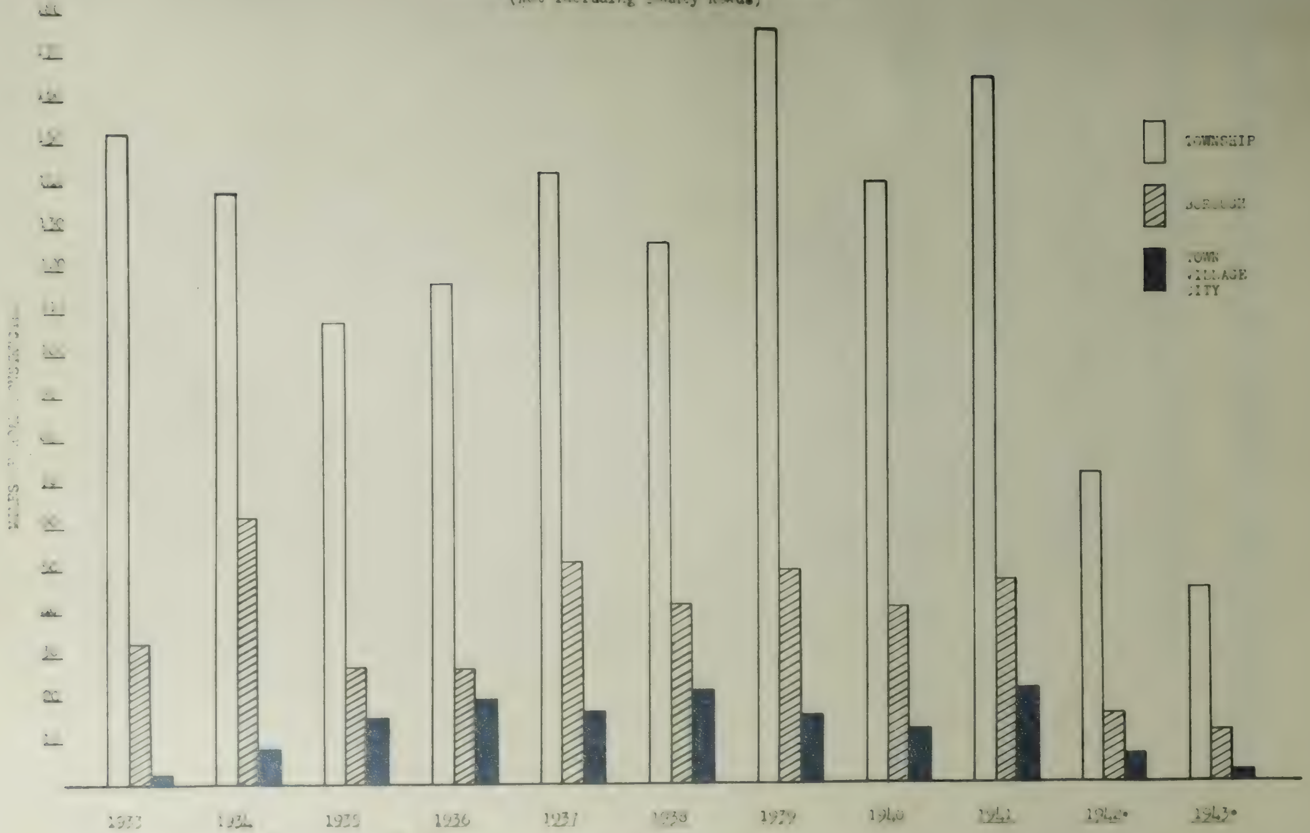
Under the Township and Borough Aid Maintenance Act there was available from the 1943 funds a total State's share of $525,000. The counties submitted to the State Highway Commissioner for 1943 funds, schedules totalling an estimated cost of $765,012.67, of which the State's share was $688,511.46. The amount obligated of the 1943 funds was $464,034.02 and the balance of $224,477.44 was from unused funds of previous years. As a part of this report there is a sheet showing the break-down of these figures by counties.

The total amount of schedules ($765,012.67) was for maintenance of an estimated 837 miles of roads previously built with Township and Borough Aid construction funds and represents an average cost of approximately $914 per mile.

Respectfully submitted,

Assistant Supervisor of State Aid Projects.

TOWNSHIP AND BOROUGH AID ROAD CONSTRUCTION
(Not including County Roads)



* Construction reduced because of war.

PROJECTS DIVISION

February 16, 1944

NEW JERSEY STATE HIGHWAY DEPARTMENT
Projects Division

1943 Apportionment

October 1, 1942

1943

APPORTIONMENT OF MOTOR VEHICLE AID FUND TO COUNTIES

New Jersey Population by Counties-1940 Census
County Areas - - - 1930 Revision

County	1943 County Road Mileage	% of Total Mileage	Population 1940	% of Total Population	County Area in Square Miles	% of Total Area	Average % of County Road Mileage, Area, & Population	Apportionment of $6,000,000.00	Apportionment of $ 735,000.00	TOTAL $6,000,000.00 735,000.00 6,735,000.00
Atlantic	332.860	5.355	124,066	2.932	610.310	7.421	5.253	315,180.00	35,000.00	350,180.00
Bergen	472.280	7.598	409,646	9.847	246.170	2.993	6.812	408,720.00	35,000.00	443,720.00
Burlington	459.340	7.390	97,013	2.332	827.120	10.057	6.593	395,580.00	35,000.00	430,580.00
Camden	293.580	4.723	255,727	6.147	226.335	2.752	4.541	272,460.00	35,000.00	307,460.00
Cape May	171.780	2.764	28,919	0.695	450.910	5.483	2.981	178,860.00	35,000.00	213,860.00
Cumberland	551.070	8.866	73,184	1.759	674.330	8.199	6.275	376,500.00	35,000.00	411,500.00
Essex	186.980	3.040	837,340	20.128	129.720	1.577	8.248	494,880.00	35,000.00	529,880.00
Gloucester	381.230	6.133	72,219	1.736	340.625	4.142	4.004	240,240.00	35,000.00	275,240.00
Hudson	100.236	1.613	652,040	15.674	60.480	0.735	6.007	360,420.00	35,000.00	395,420.00
Hunterdon	195.370	3.143	36,766	0.884	439.120	5.339	3.122	187,320.00	35,000.00	222,320.00
Mercer	168.059	2.704	197,318	4.743	227.900	2.771	3.406	204,360.00	35,000.00	239,360.00
Middlesex	299.244	4.814	217,077	5.218	324.440	3.945	4.659	279,540.00	35,000.00	314,540.00
Monmouth	334.040	5.374	161,238	3.876	534.040	6.493	5.248	314,880.00	35,000.00	349,880.00
Morris	270.970	4.359	125,732	3.022	480.190	5.839	4.407	264,420.00	35,000.00	299,420.00
Ocean	534.910	8.606	37,706	0.906	754.810	9.176	6.230	373,800.00	35,000.00	408,800.00
Passaic	231.110	3.718	309,353	7.436	198.650	2.415	4.523	271,380.00	35,000.00	306,380.00
Salem	339.548	5.463	42,274	1.016	389.370	4.734	3.738	224,280.00	35,000.00	259,280.00
Somerset	203.060	3.267	74,390	1.788	305.020	3.709	2.921	175,260.00	35,000.00	210,260.00
Sussex	292.100	4.699	29,632	0.712	535.310	6.509	3.973	238,380.00	35,000.00	273,380.00
Union	144.546	2.325	328,344	7.893	104.940	1.276	3.831	229,860.00	35,000.00	264,860.00
Warren	251.460	4.046	50,181	1.206	364,650	4.433	3.228	193,680.00	35,000.00	228,680.00
TOTALS	6,215.773	100.000	4,160,165	100.000	8,224.440	100.000	100.000	$6,000,000.00	$735,000.00	$6,735,000.00

NEW JERSEY STATE HIGHWAY DEPARTMENT
Projects Division

1944 Apportionment

October 1, 1943

1944

APPORTIONMENT OF MOTOR VEHICLE AID FUND TO COUNTIES

New Jersey Population by Counties-1940 Census
County Areas - - - 1930 Revision

County	1944 County Road Mileage	% of Total Mileage	Population 1940	% of Total Population	County Area in Square Miles	% of Total Area	Average % of County Road Mileage, Area, & Population	Apportionment of $6,000,000.00	Apportionment of $ 735,000.00	TOTAL $6,000,000.00 735,000.00 6,735,000.00
Atlantic	332.390	5.286	124,066	2.982	610.310	7.421	5.229	$ 313,740.00	$ 35,000.00	$ 348,740.00
Bergen	474.280	7.542	409,646	9.847	246.170	2.993	6.794	407,640.00	35,000.00	442,640.00
Burlington	459.340	7.304	97,013	2.332	827.120	10.057	6.564	393,840.00	35,000.00	428,840.00
Camden	301.720	4.798	255,727	6.147	226.335	2.752	4.565	273,900.00	35,000.00	308,900.00
Cape May	171.780	2.732	28,919	0.695	450.910	5.483	2.970	178,200.00	35,000.00	213,200.00
Cumberland	570.520	9.072	73,184	1.759	674.330	8.199	6.343	380,580.00	35,000.00	415,580.00
Essex	189.110	3.007	837,340	20.128	129.720	1.577	8.237	494,220.00	35,000.00	529,220.00
Gloucester	381.230	6.062	72,219	1.736	340.625	4.142	3.980	238,800.00	35,000.00	273,300.00
Hudson	101.908	1.620	652,040	15.674	60.480	0.735	6.009	360,540.00	35,000.00	395,540.00
Hunterdon	212.850	3.385	36,766	0.884	439.120	5.339	3.203	192,180.00	35,000.00	227,180.00
Mercer	168.059	2.672	197,318	4.743	227.900	2.771	3.395	203,700.00	35,000.00	238,700.00
Middlesex	299.244	4.759	217,077	5.218	324.440	3.945	4.640	278,400.00	35,000.00	313,400.00
Monmouth	335.740	5.339	161,238	3.876	534.040	6.493	5.236	314,160.00	35,000.00	349,160.00
Morris	271.010	4.310	125,732	3.022	480.190	5.839	4.390	263,400.00	35,000.00	298,400.00
Ocean	539.150	8.574	37,706	0.906	754.810	9.178	6.219	373,140.00	35,000.00	408,140.00
Passaic	231.110	3.675	309,353	7.436	198.650	2.415	4.509	270,540.00	35,000.00	305,540.00
Salem	355.861	5.659	42,274	1.016	389.370	4.734	3.803	228,180.00	35,000.00	263,180.00
Somerset	203.060	3.229	74,390	1.788	305.020	3.709	2.909	174,540.00	35,000.00	209,540.00
Sussex	292.100	4.645	29,632	0.712	535.310	6.509	3.955	237,300.00	35,000.00	272,300.00
Union	146.601	2.331	328,344	7.893	104.940	1.276	3.833	229,980.00	35,000.00	264,980.00
Warren	251.460	3.999	50,181	1.206	364.650	4.433	3.217	193,020.00	35,000.00	228,020.00
TOTALS	6288.523	100.000	4,160,165	100.000	8,224.440	100.000	100.000	$ 6,000,000.00	$735,000.00	$ 6,735,000.00

NEW JERSEY

COUNTY APPROPRIATIONS - 1943

FOR ROADS AND BRIDGES AND BONDS AND INTEREST FOR SAME
(NOT INCLUDING STATE FUNDS)
(PER QUESTIONNAIRE)

COUNTY	MAINTENANCE AND REPAIRS		CONSTRUCTION OR RECONSTRUCTION		BONDS AND INTEREST		TOTAL (not including Bonds & Interest)	TOTAL
	ROADS	BRIDGES	ROADS	BRIDGES	ROADS	BRIDGES		
Atlantic	-0-	-0-	-0-	3,729.99	(B) 97,047.50	-0-	3,729.99	100,777.49
Bergen	138,188.32	65,705.87	-0-	-0-	(B)705,223.50	-0-	203,894.19	909,117.69
Burlington	-0-	-0-	-0-	-0-	11,000.00	16,250.00	-0-	27,250.00
Camden	58,071.25	5,337.41	26,401.48	21,531.10	101.37	-0-	111,341.24	111,442.61
Cape May	685.85	3,093.72	-0-	-0-	(B)168,800.00	-0-	3,779.57	172,579.57
Cumberland	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Essex	147,338.94	24,619.38	-0-	64,751.84	382,460.20	17,887.06	236,710.16	637,057.42
Gloucester	4,924.58	2,204.33	-0-	-0-	-0-	-0-	7,128.91	7,128.91
Hudson	360,967.90	89,736.16	-0-	-0-	(B)113,938.43	-0-	450,704.06	564,642.49
Hunterdon	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Mercer	-0-	44,100.00	28,165.00	-0-	315,000.00	135,500.00	72,265.00	522,765.00
Middlesex	70,000.00	32,000.00	(E)44,457.47	280.00	(B)325,915.00	-0-	146,737.47	472,652.47
Monmouth	90,963.85	10,228.80	-0-	90,303.31	222,287.50	114,908.75	191,495.96	528,692.21
Morris	64,184.27	14,004.61	(G) 6,944.44	-0-	-0-	-0-	85,133.32	(F) 85,133.32
Ocean	19,496.23	16,566.03	-0-	-0-	28,350.00	-0-	36,062.26	64,412.26
Passaic	116,225.00	51,453.70	-0-	4,524.27	(B)494,462.00	-0-	172,202.97	666,664.97
Salem	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Somerset	30,000.00	30,000.00	-0-	-0-	(B) 41,811.25	-0-	60,000.00	101,811.25
Sussex	(D) 13,562.11	-0-	-0-	-0-	(B) 10,942.67	-0-	13,562.11	24,504.78
Union	63,116.33	16,924.62	-0-	1,569.92	(B) 492,427.00	-0-	81,610.87	574,037.87
Warren	4,205.50	-0-	-0-	-0-	-0-	-0-	4,205.50	4,205.50
TOTALS	1,181,930.13	405,974.63	105,968.39	186,690.43	3,409,766.42	284,545.81	1,880,563.58	5,574,875.81

(A) - (No WPA expenditures in 1943.)
(B) - Bridge Bonds combined with Road Bonds.
(C) - Road Equipment combined with Maintenance & Repairs.
(D) - Roads and Bridges combined.
(E) - Includes Motor Vehicle Fines $10,178.47
(F) - In addition to above the following reserves setup:
From County Funds: Capital Improvement Fund $25,000.00
Public Works Reserve.... $50,000.00
(G)-County Aid to townships

Projects Division - February 11, 1944

NEW JERSEY

COUNTY APPROPRIATIONS - 1942

FOR ROADS AND BRIDGES AND BONDS AND INTEREST FOR SAME
(NOT INCLUDING STATE FUNDS)
(PER QUESTIONNAIRE)

COUNTY	MAINTENANCE & REPAIRS Roads	MAINTENANCE & REPAIRS Bridges	CONSTRUCTION OR RECONSTRUCTION Roads	CONSTRUCTION OR RECONSTRUCTION Bridges	W.P.A. Roads	W.P.A. Bridges	BONDS & INTEREST Roads	BONDS & INTEREST Bridges	TOTAL (not including Bonds & Interest)	TOTAL
Atlantic	8,372.84	- 0 -	-0-	-0-	5,876.05	-0-	75,488.99	83,145.00	14,248.89	172,882.88
Bergen	(A)374,479.49	(A)98,692.93	(A)40,853.15	(A)89,924.89	-0-	-0-	(B)430,133.50	-0-	603,950.46	1,034,083.96
Burlington	3,567.61	- 0 -	19,858.27	35,158.38	-0-	-0-	21,200.00	16,400.00	58,584.26	96,184.26
Camden	63,493.61	11,041.80	62,924.95	16,353.86	9,293.82	-0-	16,313.35	-0-	163,108.04	179,421.39
Cape May	(C) 5,980,59	2,421.31	5,131.23	-0-	-0-	-0-	65,358.00	-0-	13,533.13	78,891.13
Cumberland	-0-	- 0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Essex	60,372.58	78,954.62	44,322.21	35,138,10	5,624.14	-0-	356,634.52	54,429.13	224,411.65	635,475.30
Gloucester	11,794.56	4,991.79	-0-	-0-	-0-	-0-	6,502.50	-0-	16,786.35	23,288.85
Hudson	1,281,354.59	88,793.91	-0-	-0-	-0-	-0-	(B)257,920.93	-0-	1,370,148.50	1,628,069.43
Hunterdon	-0-	- 0 -	-0-	-0-	-0-	-0-	24,896.35	-0-	-0-	24,896.35
Mercer	-0-	40,700.00	65,445.00	41,631.00	-0-	-0-	333,709.00	143,089.00	147,776.00	624,574.00
Middlesex	52,983.56	32,000.00	(E)46,041.75	5,210.00	20,000.00	-0-	(B)341,201.26	-0-	156,235.31	497,436.57
Monmouth	129,596.80	109,317.68	50,000.00	92,000.00	-0-	-0-	(F)271,001.25	117,848.75	380,914.48	769,764.48
Morris	52,002.99	13,684.41	-0-	-0-	-0-	-0-	127,604.61	-0-	65,687.40	193,292.01
Ocean	29,776.30	15,407.23	-0-	23,152.03	-0-	-0-	-0-	-0-	68,335.56	68,335.56
Passaic	69,047.23	53,373.61	-0-	-0-	-0-	-0-	557,333.75	-0-	122,420.84	679,754.59
Salem	-0-	- 0 -	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Somerset	30,000.00	30,000.00	-0-	-0-	-0-	-0-	75,000.00	-0-	60,000.00	135,000.00
Sussex	(D) 6,168.32	- 0 -	(D)4,169.05	-0-	-0-	-0-	(B) 11,316.45	-0-	10,337.37	21,653.82
Union	(D) 83,192.47	- 0 -	-0-	-0-	-0-	-0-	(B)411,776.05	-0-	83,192.47	494,968.52
Warren	3,283.00	- 0 -	-0-	-0-	-0-	-0-	-0-	-0-	3,283.00	3,283.00
TOTALS	2,265,466.54	579,379.29	338,745.61	338,568.26	40,794.01	-0-	3,383,390.51	414,911.88	3,562,953.71	7,361,256.10

(A) - WPA expenditures included in Maintenance and Construction Accounts. Per letter from Mr. Thier dated 1/25/43.
(B) - Bridge Bonds combined with Road Bonds.
(C) - Road equipment combined with Maintenance and Repairs.
(D) - Roads and Bridges combined.
(E) - Includes Motor Vehicle Fines $27,537.75
(F) - Monmouth County Bonds 1942 $650,000.00 in addition to above issued in 1942 for Oceanic Bridge (20 years) not included in this report.

Projects Division
February 25, 1943.

MOTOR VEHICLE AID

PLANS APPROVED, CONTRACTS AWARDED OR PRICE AGREEMENTS APPROVED JANUARY 1, 1943 to DECEMBER 31, 1943

Name of Road or Bridge	Type Surface	Type Found.	Length	Method of Construction	State's Allotment	(1) Contract Amt. (2) Final Cost (3) Estimated Cost	Status of Work
			CUMBERLAND COUNTY				
Mauricetown Bridge over Maurice River	Swing Bridge Replacement of fenders, etc.	-	-	Contract	$ 25,000.00	$ 29,948.00 (3)	Not started
			HUDSON COUNTY				
Ocean Av.	Sheet Asphalt	Concrete	.15	Contract	30,000.00	27,581.80 (1)	Not started
Seaview & Romar Avs.	Sheet Asphalt	Existing Concrete	.42	Contract	18,927.01	18,927.01 (2)	Completed
			UNION COUNTY				
Stiles St., Linden, & Pearl St., Elizabeth	FA-BC		2.08	Force account	38,858.08	38,858.08 (3)	Under construction
		Grand Totals	2.65		$112,785.09	$115,314.89	

TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1st, 1943 to DECEMBER 31st, 1943

Municipality	Name of Road	Type	Mileage	Paved Width	Method of Construction	State's Share of Constr.	State's Share of Engr.	*Final Cost of Constr.	Total Cost of Project
			ATLANTIC COUNTY						
Buena Vista Twp.	Main Av.	Gravel,cacl	.84	20'	FA	$ 1,800.00	-	$ 2,645.60	$ 2,645.60
Egg Harbor Twp.	Leap St.	Gravel	1.10	20'	FA	2,953.25	-	3,281.39	3,281.39
Hamilton Twp.	Malaga Road	Gravel	.50	20'	FA	1,766.57	-	1,962.86	1,962.86
	Totals		2.44			$ 6,519.82	-	$ 7,889.85	$ 7,889.85
			BERGEN COUNTY						
Bendix Boro.	Malcolm Av.	Type "T"	.20	20'	Contract	$ 7,200.00	-	$9,682.90	$ 9,879.90
Cliffside Pk.Boro.	Lafayette Av.,Sec.2	Storm sewer	.08	-	Contract	2,300.40	-	2,556.00	2,556.00
E.Rutherford Boro.	Central Av.	Bit.Mac.Pen.	.27	30'	Contract	9,735.00	-	12,588.95	12,858.95
Hasbrouck Hghts. Boro.	Franklin Av.	Bit.Mac.Pen.	.28	30'	Contract	16,118.33	-	19,247.53	19,527.53
Montvale Boro.	Grand Av.	Type "A"	.78	18-32'	Contract	13,000.00	-	15,729.30	15,729.30
Oakland Boro.	E.Oakland Av.(Gr.Comp.)	Grading	-	-	FA	979.53	-	1,225.80	1,225.80
Old Tappan Boro.	Old Tappan Road	Type "A"	3.00	18-30'	FA	24,128.25	-	26,809.17	26,809.17
Old Tappan Boro.	Orangeburg & DeWolf Rds.	" "A"	1.69	18-20'	FA	11,209.64	-	12,455.16	12,455.16
River Vale Twp.	Blue Hill Rd. & Orangeburg Rd.	" "A"	1.56	18-20'	FA	7,927.08	-	8,807.87	8,807.87
Saddle River Twp.	5th St., Sec. 2	Bit.Mac.Pen.	.31	20'	Contract	5,000.00	-	5,827.80	5,827.80
Waldwick Boro.	W. Prospect Av.	Bit.Mac.Pen.	.52	20'	Contract	9,413.77	$450.	10,459.75	10,959.75
	Totals		8.69			$107,012.00	$450.	$125,390.23	$126,637.23
			BURLINGTON COUNTY						
Bass River Twp.	W.Greenbush Road	Gravel	1.41	20'	FA	$ 3,903.66	$276.34	$4,337.40	$4,644.44
Chesterfield & N. Hanover Twps.	Sykesville Road	Gravel,cacl	2.29	20'	Contract	15,239.24	1545.20	17,168.70	18,885.58
Evesham Twp.	Evesboro-Medford,Sec.2	" "	2.46	20'	Contract	12,254.71	1225.48	13,616.35	14,977.99
Hainesport & Lumberton Twps.	New Road	Gravel,BST	2.17	20'	Contract	5,747.75	552.25	6,386.39	7,256.39
Pemberton Twp.	Birmingham-North Pemberton,Sec.3	Gravel,cacl	.63	20'	Contract	4,146.73	414.68	4,607.48	5,068.23
	Totals		8.96			$41,292.09	4013.95	46,116.32	50,832.63
			CAMDEN COUNTY						
Delaware Twp.	Browning Lane	Gravel,cacl	1.39	20'	Contract	$ 7,568.92	$ 756.89	8,409.91	9,250.90
			CAPE MAY COUNTY						
Cape May City	Pennsylvania Av.	Bit.Conc.	.71	20'	Contract	$12,924.09	190.89	15,677.41	15,889.51

* Final Cost of construction does not include Engineering

TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1st, 1943 to DECEMBER 31st, 1943 (Continued) Sheet #2

Municipality	Name of Road	Type	Mileage	Paved Width	Method of Construction	State's Share of Constr.	Engr.	Final Cost of Constr.	Total Cost of Project
		CUMBERLAND COUNTY							
Downe Twp.	Hand's Creek Rd.	Gravel,cacl	.90	20'	FA	$4,050.00	-	$4,516.25	$ 4,526.25
Downe Twp.	Husted Road	Gravel	.70	20'	FA	2,517.21	-	2,796.90	2,796.90
Fairfield Twp.	Clark's Pond Rd.,Sec.1	Gravel,cacl	1.20	20'	FA	4,702.09	-	5,224.55	5,224.55
Fairfield Twp.	Robinson Rd.	Gravel,cacl,	1.00	20'	FA	3,596.36	-	3,995.95	3,995.95
Greenwich Twp.	Reed Island Road	Gravel,cacl	.50	20'	FA	2,011.76	-	2,235.29	2,235.29
Hopewell Twp.	John Dare Rd.	Gravel	.75	20'	FA	3,571.25	-	3,968.05	3,968.05
Hopewell Twp.	Oak Villa Rd.	Gravel,cacl	.15	20'	FA	558.77	-	620.85	620.85
Landis Twp.	Union Rd.	Gravel,cacl	1.76	20'	Contract	12,732.83	1267.17	14,147.59	15,562.34
Stow Creek Twp.	Sand Wash Rd.,Sec.1	Gravel,cacl	.80	20'	FA	2,995.72	-	3,328.58	3,328.58
	Totals		7.76			$36,735.99	$1267.17	$40,834.01	$ 42,248.76
		ESSEX COUNTY							
Belleville Town	Main Street	Bit.Conc.	1.00	40'	Contract	$ 79,000.00	-	$110,207.27	$110,207.27
Belleville Town	Main Street, Sec.2	" "	.43	40'	Contract	33,339.96	-	49,059.10	49,059.10
Nutley Town	Windsor Place	Plain Conc.	.14	30'	Contract	9,575.73	-	12,911.14	12,911.14
	Totals		1.57			$121,915.69	-	$172,177.51	$172,177.51
		GLOUCESTER COUNTY							
Elk Twp.	Glassboro-Ferrell,Sec.1	Gravel,cacl	.25	20'	FA	$ 987.34	-	$ 1,097.05	$ 1,097.05
Elk Twp.	Glassboro-Ferrell,Sec.2	Gravel,cacl	.70	20'	FA	1,297.98	-	1,442.20	1,442.20
Elk Twp.	Harrisonville-Ferrell Rd.	Gravel,cacl,	.70	20'	FA	1,791.72	-	1,990.80	1,990.80
Franklin Twp.	Buck Road	Gravel,cacl	.60	20'	FA	1,800.00	-	2,004.15	2,004.15
Franklin Twp.	Victoria Av.,Sec.5	Gravel,cacl	.50	20'	FA	1,800.00	-	2,020.03	2,020.03
Franklin Twp.	Washington Av.,Sec.1	Gravel,cacl	.60	20'	FA	2,700.00	-	3,004.81	3,004.81
Logan Twp.	Cedar Swamp Rd.	Gravel,cacl	.61	20'	Contract	6,656.09	$ 549.00	7,395.65	8,005.65
Logan Twp.	Cootown Road	Gravel,cacl	.90	20'	FA	4,365.00	-	4,852.80	4,852.80
Mantua Twp.	Dilksboro Road	Gravel,cacl	1.20	20'	FA	4,455.00	-	4,984.40	4,984.40
Mantua Twp.	Jackson Rd.,Sec.2	Gravel,cacl	.35	20'	FA	450.00	-	739.50	739.50
Monroe Twp.	Cecil-Franklinville,Sec.1	Gravel,cacl	.90	20'	FA	2,500.00	-	2,786.84	2,786.84
Monroe Twp.	Cecil-Franklinville,Sec.2	Gravel,cacl	1.00	20'	FA	3,000.00	-	3,345.09	3,345.09
Monroe Twp.	Winslow Rd.,Sec.4	Gravel,cacl	.80	20'	FA	3,000.00	-	3,406.37	3,406.37
Washington Twp.	Angel Hill Road	Gravel,cacl	1.10	20'	FA	3,780.00	-	4,229.10	4,229.10
Washington Twp.	Glen Av. & Central Av.	Gravel,cacl	.19	20'	FA	809.19	-	899.10	899.10
	Totals		10.40			$39,392.32		$44,197.89	$44,807.89

TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1st, 1943 to DECEMBER 31st, 1943 (Continued) Sheet #3

Municipality	Name of Road	Type	Mileage	Paved Width	Method of Construction	State's Share Constr.	State's Share of Engr.	Final Cost of Constr.	Total Cost of Project
			HUDSON COUNTY						
Guttenberg Town	70th St., Sec.3	Plain Conc.	.24	30'	Contract	$ 23,383.92	$2326.62	25,982.13	28,567.26
Secaucus Town	Chestnut Pl. & Raydol Av.	Plain Conc.	.26	30'	Contract	25,029.95	1970.05	27,811.06	30,408.61
	Totals		.50			$ 48,413.87	$4296.67	$53,793.19	$58,975.87
			HUNTERDON COUNTY						
Bethlehem Twp.	Brunswick Turnpike Rd.	Gravel, cacl	.14	18'	FA	$ 1,707.60	-	$ 1,897.33	$1,897.33
			MERCER COUNTY						
			None						
			MIDDLESEX COUNTY						
Carteret Boro.	Cooke Av.	Type "T"	.28	30-36'	Contract	$ 4,928.00	-	$ 7,362.95	$7,362.95
Cranbury Twp.	Wyckoff's Mills Rd. (Pav.)	Type "T"	.89	20'	Contract	24,456.06	$800.10	27,173.40	28,062.40
	Totals		1.17			$ 29,384.06	$800.10	$34,536.35	$35,425.35
			MONMOUTH COUNTY						
Deal Boro.	Parker Av.	Gravel, cacl	.28	20'	Contract	$ 1,000.00	-	$ 2,669.93	$ 2,669.93
Manalapan Twp.	Craig Rd., Sec.2	Gravel	.77	20'	FA	1,500.00	-	2,249.27	2,249.27
Manasquan Boro.	Brielle Rd., Osborn, Elizabeth Avs.	Gravel, cacl	.70	20'	FA	2,815.29	-	3,213.50	3,213.50
Matawan Boro.	Aberdeen Rd.	Gravel, BST	1.30	20'	FA	3,000.00	-	3,968.79	3,968.79
Middletown Twp.	Church St., Belford	Gravel, cacl	.71	20'	FA	2,587.50	-	2,875.00	2,875.00
Neptune City Boro.	Union Av., Wall, S. Wall, Bennett & Prospect Sts.	Gravel	.97	20'	Contract	3,000.00	-	4,290.48	4,290.48
Ocean Twp.	Poplar Av.	Gravel, cacl	.80	20'	FA	3,000.00	-	3,397.94	3,397.94
Oceanport Boro.	Myrtle Av.	Gravel	.60	20'	FA	2,000.00	-	2,548.31	2,548.31
Raritan Twp.	10th St.	Gravel, BST	.35	20'	FA	2,000.00	-	2,771.68	2,771.68
	Totals		6.48			$20,902.79		$27,984.90	$27,984.90
			MORRIS COUNTY						
Randolph Twp.	Randolph Av., Sec.1 (Pav.)	Bit.Mac.Pen.	.43	18'	FA	$ 3,600.00	-	$ 4,133.71	$ 4,133.71
			OCEAN COUNTY						
Barnegat City Boro.	15th & 28th Sts.	Gravel, cacl	.23	20'	FA	$ 1,251.50	-	$ 1,390.55	$ 1,390.55
Brick Twp.	Downey & East End Avs.	Gravel	.52	20'	FA	2,249.01	-	2,498.90	2,498.90
Dover Twp.	Grand Av.	Gravel, cacl	.25	20'	FA	1,154.60	-	1,283.95	1,283.95

(continued on sheet 4)

TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1st, 1943 to DECEMBER 31st, 1943 (Continued) Sheet #4

Municipality	Name of Road	Type	Mileage	Paved Width	Method of Construction	State's Share of Constr.	State's Share of Engr.	Final Cost of Constr.	Total Cost of Project
			OCEAN COUNTY (Continued)						
Dover Twp.	Maple St.	Gravel,cacl	.64	20'	FA	$ 3,614.47	$230.04	$ 4,016.08	$ 4,271.68
Jackson Twp.	Third St.,Sec.2	Gravel,cacl	.50	20'	FA	1,971.67	-	2,190.75	2,190.75
Little Egg Harbor Twp.	Stage Rd.,Sec.2	Gravel,cacl	.80	20'	FA	3,554.15	-	3,949.05	3,949.05
Little Egg Harbor Twp.	Willets Av.	Gravel,cacl	.28	20'	FA	1,097.49	-	1,245.14	1,245.14
Plumsted Twp.	Hopkins Rd.,Sec.1	Gravel,cacl	1.40	20'	FA	4,211.24	-	4,679.16	4,679.16
Pt.Pleasant Boro.	Curtis Av.,Spruce St., Woodland Av.	Gravel,cacl	.46	20'	FA	2,288.22	-	2,542.47	2,542.47
Pt.Pleasant Beach Boro.	St.Louis Av.	Gravel,cacl	.42	20'	FA	2,346.40	-	2,607.11	2,607.11
Ship Bottom-Beach Arlington	17th St.	Gravel,cacl	.38	20'	FA	2,445.47	-	2,717.19	2,717.19
Surf City Boro.	9th St.	Gravel,cacl	.48	20'	FA	2,700.00	-	3,393.64	3,393.64
		Totals	6.36			$28,884.22	$230.04	$32,513.99	$32,769.59
			PASSAIC COUNTY						
Wayne Twp.	Hardwick Lane	Mac.Found.	.26	20'	Contract	$ 4,145.18	$235.80	$ 4,605.75	$ 4,867.75
			SALEM COUNTY						
Pilesgrove Twp.	Old Salem Rd.,Sec.2	Gravel,cacl	.75	20'	FA	$ 3,351.24	-	$ 3,723.60	$ 3,723.60
Quinton Twp.	Lawrence Rd.,Sec.2	Gravel,cacl	.65	20'	FA	2,699.84	-	2,999.82	2,999.82
		Totals	1.40			$ 6,051.08		$ 6,723.42	$ 6,723.42
			SOMERSET COUNTY						
Bedminster Twp.	Burnt Mills-Pluckemin, Sec.4(Paving Completion)	Type "T"	.18	20'	FA	$ 3,023.77	-	$ 3,359.75	$ 3,359.75
Manville Boro.	Dukes Parkway	Type "T"	.86	20'	Contract	30,442.14	-	33,824.60	33,824.60
		Totals	1.04			$33,465.91		$37,184.35	$37,184.35
			SUSSEX COUNTY						
Hampton Twp.	Myrtle Grove-Lake Kemah, Sec.3, & Mecca Lake Rd.	Gravel,cacl	.70	18'	FA	$ 4,000.00	-	$ 4,490.35	$ 4,490.35
			UNION COUNTY						
Union Twp.	Oakland Av.	Drainage	.28	-	Contract	$ 4,372.78	-	$ 4,858.64	$ 4,858.64
			WARREN COUNTY						
Pahaquarry Twp.	River Rd.,Sec.7	Gravel	1.32	20'	Contract	$27,557.82	$1184.40	$30,619.80	$31,935.80
	Grand Totals		62.00			$585,846.23	$13,974.91	$704,034.91	$720,981.34

TOWNSHIP & BOROUGH AID ROADS UNDER CONSTRUCTION DECEMBER 31,

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			ATLANTIC COUNTY None				
			BERGEN COUNTY				
Oakland Boro.	W.Oakland Av.,Sec.1	Bit.Pen.Mac.	.31	20'	Contract	$ 7,800.00	$ 8,666.67
			BURLINGTON COUNTY None				
			CAMDEN COUNTY				
Laurel Springs Boro.	E.Atlantic Av. (Emergency Work)	Gravel	.10	20'	FA	$ 1,500.00	$ 1,666.67
Winslow Twp.	Old Chews Landing Rd.	Gravel	.73	20'	FA	6,000.00	6,666.67
			CAPE MAY COUNTY None				
			CUMBERLAND COUNTY				
Stow Creek Twp.	Sand Wash Rd.,Sec.2	Gravel,cacl	.45	20'	FA	2,250.00	2,500.00
			ESSEX COUNTY None				
			GLOUCESTER COUNTY				
National Park Boro.	Asbury Av.,Sec.2	Gravel,cacl	.50	20'	FA	2,070.00	2,300.00
S.Harrison Twp.	Harrisonville-Harding Highway (Mill Rd.)	Gravel,cacl	.12	20'	FA	2,340.00	2,600.00
			HUDSON COUNTY None				
			HUNTERDON COUNTY None				
			MERCER COUNTY None				

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			MIDDLESEX COUNTY				
			None				
			MONMOUTH COUNTY				
Matawan Boro.	Mill Rd.	Gravel	.25	20'	FA	$ 1,000.00	$ 1,111.11
Neptune Twp.	Oxford Way, Wakefield Rd., New Gate Lane, Fulham Pl.	Gravel	.79	20'	FA	4,000.00	4,444.44
			MORRIS COUNTY				
Washington Twp.	Long Valley-Fairmount Rd., Sec.6	Bit.Pen.Mac.	.32	18'&30'	Contract	10,500.00	11,666.66
			OCEAN COUNTY				
Lakehurst Boro.	Chestnut, Willow, Poplar, Myrtle Sts.	Gravel, cacl	.47	20'	FA	2,000.00	2,222.22
Long Beach Twp.	Beach Av., Sec.2	Gravel	.57	20'	FA	4,000.00	4,444.44
			PASSAIC COUNTY				
Little Falls Twp.	Williams St.	Bit.Pen.Mac.	.32	20'	Contract	9,750.00	10,833.33
			SALEM COUNTY				
			None				
			SOMERSET COUNTY				
Bridgewater Twp.	W.High St. (Traffic Circle)	Type "T"	-	34' to 44'	Contract	13,140.00	14,600.00
			SUSSEX COUNTY				
Stillwater Twp.	Hampton-Mt.Benevolence Rd.	Gravel, cacl	.60	18'	FA	4,000.00	4,444.44
			UNION COUNTY				
			None				
			WARREN COUNTY				
			None				
	Grand Totals		5.54			$ 70,350.00	$ 78,166.65

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31st, 1943

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
ATLANTIC COUNTY							
Absecon City	Church St. & Natlie Terr.	Bit.Conc.	.44	20'	Contract	$ 6,000.00	$ 6,666.67
Absecon City	Lee Av., E.Baltimore Av., Franklin Blvd.	Bit.Conc.	.51	20'	Contract	5,300.00	5,888.88
Brigantine City	Brigantine Av.	BST	.70	20'	Contract	2,000.00	2,222.22
Brigantine City	Ocean Av., Sec.2	Bit.Conc.	.30	20'	Contract	4,000.00	4,444.44
Buena Vista Twp.	Main Rd., Sec.2	Gravel	1.95	20'	Contract	5,000.00	5,555.56
Egg Harbor Twp.	Delaware Rd.	Gravel, BST	2.90	20'	FA & Contract	6,300.00	7,000.00
Egg Harbor City	Arago St.	Bit.Conc.	.19	20'	Contract	2,700.00	3,000.00
Egg Harbor City	Atlantic & Boston Avs.	Bit.Conc.	.39	20'	Contract	2,500.00	2,777.77
Egg Harbor City	Buerger, Norfolk, Campe & Claudius Sts.	Gravel, BST	1.16	20'	Contract	3,600.00	4,000.00
Hamilton Twp.	Malaga Rd., Sec.2	Gravel	1.32	20'	Contract	3,500.00	3,888.89
Hammonton Town	15th St. & 2nd Rd.	Gravel, cacl	.93	20'	Contract	5,000.00	5,555.55
Hammonton Town	15th St., Sec.2	Gravel	.93	20'	Contract	4,500.00	5,000.00
Hammonton Town	Madison Av. & various sts.	BST	8.50	20'	Contract	5,000.00	5,555.56
Linwood City	Laurel, Sec.2, Seaview, West & Devonshire Avs.	Bit.Conc.	.50	20'	Contract	7,000.00	7,777.77
Linwood City	VanSant & Oak Grove Avs.	Bit.Conc.	.34	20'	Contract	6,400.00	7,111.11
Margate City	Amherst Av., Sec.2, & Monmouth Av., Sec.3	Bit.Conc.	.69	20'	Contract	7,000.00	7,777.77
Margate City	Nassau, Osborne, Penbroke, Quincy, Rumson, Sumner Avs.	Bit.Conc.	.55	20'	Contract	8,600.00	9,555.56
Mullica Twp.	Elwood-Weekstown, Sec.2	Gravel	3.97	20'	FA	4,900.00	5,444.43
Mullica Twp.	Locust St., Anderson St., Thurston Av.	Gravel	.90	20'	Contract	2,000.00	2,222.22
Mullica Twp.	Union Av. & various sts.	Gravel	2.42	20'	Contract	3,600.00	4,000.00
Northfield City	Fairbanks Av.	Bit.Conc.	.60	20'	Contract	9,100.00	10,111.11
Northfield City	Roosevelt Av., Fairway, Butting Green	Bit.Conc.	.60	20'	Contract	6,300.00	7,000.00
Pleasantville City	California, Edgewater & Glendale Avs.	Bit.Conc.	.72	20'	Contract	11,900.00	13,222.22
Pleasantville City	Woodland Av. & E.Edgewater Av.	Bit.Conc.	.53	20'	Contract	9,100.00	10,111.11
Port Republic City	Blakes Lane & Adams Av.	Gravel	.62	20'	FA	1,800.00	2,000.00
Somers Point City	Bethel Rd.	Gravel	1.22	20'	Contract	5,000.00	5,555.56

(continued on Sheet #2)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31st, 1943 (continued, Sheet 2)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			ATLANTIC COUNTY (continued)				
Somers Point City	Groveland Av. & Bay Av.	Bit.Conc.	.53	20'	Contract	$ 4,500.00	$ 5,000.00
Ventnor City	Balfour, Freemont, Oxford, Suffolk & Somerset Avs.	Gravel	1.05	20'	Contract	8,100.00	9,000.00
Weymouth Twp.	Estell Av.	Gravel	2.40	20'	Contract	1,800.00	2,000.00
			BERGEN COUNTY				
Fort Lee Boro.	Fletcher Av.	Bit.Pen.Mac.	.13	20'	Contract	2,250.00	2,500.00
Hohokus Boro.	W.Saddle River Rd.	Storm sewer	.18	-	Contract	4,212.00	4,680.00
Hohokus Twp.	Miller Rd.	Bit.Pen.Mac.	.35	20'	Contract	4,500.00	5,000.00
Hohokus Twp.	Miller Rd., Sec.2	Bit.Pen.Mac.	.15	20'	Contract	4,000.00	4,444.44
Little Ferry Boro.	Franklin St.	Bit.Pen.Mac.	.29	20'	Contract	12,000.00	13,333.33
Maywood Boro.	Spring Valley Rd., Sec.2	Sheet Asph.	.57	20'	Contract	2,900.00	3,222.22
Moonachie Boro.	Henry St.	Bit.Pen.Mac.	.26	16'	Contract	5,400.00	6,000.00
Ridgefield Boro.	Elm Av., Sec.2, N.Y., Ray	Bit.Pen.Mac.	.48	20'	Contract	18,000.00	20,000.00
River Vale Twp.	Sand Rd., Sec.2	Bit.Pen.Mac.	.22	20-28'	Contract	5,000.00	5,555.55
S.Hackensack Twp.	Caliconeck Rd.	"A" or "T"	.75	20'	Contract	2,700.00	3,000.00
			BURLINGTON COUNTY				
Bass River Twp.	Old Atlantic City Rd. & S.Maple Av.	Gravel, BST	1.20	20'	Contract	3,720.00	4,133.33
Beverly City	Bridge St., Parker St. & Oak St.	Gravel, BST	.35	20'	Contract	1,800.00	2,000.00
Beverly City	Penna.Av. & Various Sts.	Gravel, BST	2.00	20'	Contract	1,500.00	1,666.66
Bordentown City	West St.	Reinf.Conc.	.15	24'	Contract	5,000.00	5,555.55
Chester Twp.	Cedar Av. & Blvd. Av.	Gravel, BST	.78	20'	Contract	3,033.34	3,370.68
Chester Twp.	Pine St., Mill Rd. & E.Gradwell Av.	Gravel, BST	.68	20'	Contract	4,050.00	4,500.00
Chester Twp.	Center Av.	Drainage	.86	-	FA	1,666.66	1,851.84
Chester Twp.	Coles Av. (Paving)	"A" or "T"	.66	20'	Contract	9,000.00	10,000.00
Cinnaminson Twp.	Lenola Rd.	Gravel	1.15	20'	Contract	6,000.00	6,666.65
Cinnaminson Twp.	Forklanding Rd.	Gravel, BST	1.78	20'	Contract	7,200.00	8,000.00
Delran Twp.	Garwood Rd.	Gravel, BST	1.00	20'	Contract	6,800.00	7,555.55
Evesham Twp.	Evans Rd.	Gravel, BST	1.50	20'	Contract	2,700.00	3,000.00
Florence Twp.	Potts Mill Rd. & Cedar Lane	Gravel, BST	1.85	20'	Contract	5,709.35	6,343.72

(continued on Sheet #3)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1943 (continued, Sheet 3)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
BURLINGTON COUNTY (continued)							
Florence Twp.	Railroad Av.	Gravel	.65	20'	Contract	$ 3,600.00	$ 4,000.00
Hainesport Twp.	Deacon Rd.	Gravel,BST	1.17	20'	Contract	2,500.00	2,777.77
Hainesport Twp.	Deacon Rd.,Sec.2	Gravel,BST	1.00	20'	Contract	3,600.00	4,000.00
Lumberton Twp.	Masonville Rd.	Gravel,cacl	.34	20'	Contract	3,000.00	3,333.33
Lumberton Twp.	Masonville Rd.,Sec.2	Gravel,BST	.80	20'	Contract	3,600.00	4,000.00
Mansfield Twp.	Hedding-Mansfield Rd.	Gravel,BST	1.60	20'	Contract	2,700.00	3,000.00
Mansfield Twp.	Petticoat Bridge Rd.	Gravel,BST	1.30	20'	Contract	3,500.00	3,888.88
Medford Twp.	Masonville Rd.,Sec.2	Gravel	.49	20'	Contract	2,147.61	2,386.23
Medford Twp.	Melrose Station Rd.	Gravel	.50	20'	Contract	1,800.00	2,000.00
Medford Lakes Boro.	Tabernacle Rd. & McKendimen Rd.	Gravel,cacl	1.15	20'	Contract	4,260.00	4,733.33
Mt.Laurel Twp.	Elbo Lane,Sec.2	Gravel,cacl	.42	20'	Cdntract	2,500.00	2,777.77
Mt.Laurel Twp.	Elbo Lane,Sec.3	Gravel,BST	.90	20'	Contract	3,600.00	4,000.00
Pemberton Twp.	Browns Mills Junction Rd.	Gravel,BST	1.30	20'	Contract	5,400.00	6,000.00
Riverside Twp.	Monroe,Adams,Jefferson & Washington Sts.	Gravel,BST	.64	20'	Contract	3,000.00	3,333.33
Riverside Twp.	Rancocas Av.,Lippincott Av.	Gravel,BST	.70	20'	Contract	2,700.00	3,000.00
Shamong Twp.	Smalls-Oak Shade Rd.	Gravel,BST	1.40	20'	Contract	3,600.00	4,000.00
Springfield Twp.	Three Tuns Rd.	Gravel,BST	1.20	20'	Contract	3,600.00	4,000.00
Tabernacle Twp.	Carranza Monument Rd.	Gravel,BST	3.00	20'	Contract	5,000.00	5,555.55
Westampton Twp.	New Rd.,Sec.2	Gravel,BST	.90	20'	Contract	2,000.00	2,222.22
Westampton Twp.	New Rd.,Sec.3	Gravel,BST	.40	20'	Contract	2,700.00	3,000.00
Willingboro Twp.	Stokes Rd.	Gravel,BST	1.10	20'	Contract	3,500.00	3,888.88
Woodland Twp.	Sooy Pl.-Hedgerhouse,Sec.2	Gravel,BST	2.80	20'	Contract	3,000.00	3,333.33
Woodland Twp.	Sooy Pl.-Hedgerhouse,Sec.3	Gravel,BST	1.90	20'	Contract	6,510.00	7,233.33
Wrightstown Boro.	Springfield-Juliustown	Gravel,BST	.80	20'	Contract	1,000.00	1,111.11
Wrightstown Boro.	" " Sec.2	Gravel,BST	.60	20'	Contract	2,430.00	2,700.00
CAMDEN COUNTY							
Audubon Boro.	Wyoming Av.	Bit.Conc.	.90	20'	Contract	10,000.00	11,111.11
Audubon Boro.	Wyoming Av.,Sec.2	Bit.Conc.	.70	20'	Contract	10,000.00	11,111.11
Barrington Boro.	Wood Av.	Gravel,cacl	.64	20'	Contract	3,540.00	3,933.33
Delaware Twp.	Cropwell Rd.	Gravel,BST	2.20	20'	Contract	17,085.00	18,983.33
Delaware Twp.	Mill Rd.,Green Tree Rd., Marlkress Rd.	Gravel,BST	2.87	20'	Contract	6,855.88	7,617.64

(continued on Sheet #4)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1943 (continued, Sheet 4)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			CAMDEN COUNTY (continued)				
Gloucester Twp.	Williamstown-Chews Landing	Gravel,BST	2.01	20'	Contract	$ 7,000.00	$ 7,777.78
Gloucester Twp.	" " "Sec.2	Gravel,BST	.68	20'	Contract	4,050.00	4,500.00
Haddonfield Boro.	Kings Highway	Bit.Conc.	.44	20'	Contract	12,190.00	13,544.44
Laurel Springs "	E. Atlantic Av.	Bit.Pen.Mac.	.55	20'	Contract	17,505.47	19,450.52
Merchantville "	Maple Av.,Sec.4	Pl.Conc.	.32	40'	Contract	30,645.00	34,050.00
Mt.Ephraim Boro.	Centre St. & 6th Av.	Bit.Pen.Mac.	.31	20'	Contract	6,460.00	7,177.77
Oaklyn Boro.	Sylvan Av.(Kendall Blvd.)	Reinf.Conc.	.08	20'	Contract	4,000.00	4,444.44
Oaklyn Boro.	" " " Sec.2	Bit.Conc.	.21	20'	Contract	4,500.00	5,000.00
Pensauken Twp.	Union Av.	Bit.Pen.Mac.	.79	20'	Contract	15,590.00	17,322.22
Pensauken Twp.	Union Av.,Sec.2	Bit.Pen.Mac.	.16	20'	Contract	3,510.00	3,900.00
Pensauken Twp.	Union Av.,Sec.3	Bit.Pen.Mac.	.59	20'	Contract	11,700.00	13,000.00
Somerdale Boro.	E. Atlantic Av.	Bit.Pen.Mac.	.64	20'	Contract	13,500.00	15,000.00
Waterford Twp.	Bartram Av. & Cooper Folly Rd.	Gravel,BST	.66	20'	Contract	3,600.00	4,000.00
Waterford Twp.	Genesse Av.	Gravel	.70	20'	Contract	3,060.00	3,400.00
Waterford Twp.	Linder Av.	Gravel	.85	20'	Contract	1,620.00	1,800.00
Winslow Twp.	Old Chews Landing, Sec.2	Gravel,BST	1.05	20'	Contract	3,700.00	4,111.11
Winslow Twp.	Spring Garden St.	Gravel,BST	1.60	20'	Contract	6,840.00	7,600.00
			CAPE MAY COUNTY				
Avalon Boro.	Second Av.	Gravel	.46	20'	FA	1,706.00	1,895.56
Avalon Boro.	2nd,1st,Avalon Avs.,7th & 24th Sts.	BST	3.82	20'	Contract	2,500.00	2,777.78
N.Wildwood City	4th,5th,9th,10th,18th Avs.	Bit.Conc.	1.04	20'	Contract	15,000.00	16,666.67
N.Wildwood City	11th Av.,13th,15th,16th, 19th,20th & 21st Sts.	Bit.Conc.	1.02	20'	Contract	15,000.00	16,666.67
Ocean City	18th,13th,5th Sts.,Atlantic Blvd.	Bit.Conc.	1.23	20'	Contract	17,500.00	19,444.44
Sea Isle City	Central Av.	Bit.Conc.	.36	20'	Contract	5,000.00	5,555.55
Sea Isle City	Central Av.,43rd,42nd, 35th,34th,etc.	Bit.Conc.	.67	20'	Contract	5,000.00	5,555.56
Stone Harbor Boro.	104th St.	Bit.Conc.	.57	20'	Contract	4,000.00	4,444.44
Stone Harbor Boro.	104th St. & Golden Gate Rd.	Bit.Conc.	.87	20'	Contract	4,000.00	4,444.44
Wildwood City	N.J.,N.Y.,Leaming,Bennett, Hildreth Sts.	Bit.Conc.	.88	20'	Contract	12,000.00	13,333.33
Wildwood City	N.Y.,N.J. & Various Sts.	Bit.Conc.	1.76	20'	Contract	12,000.00	13,333.33

(continued on Sheet #5)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1948 (continued, Sheet 5)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			CAPE MAY COUNTY (continued)				
Wildwood Crest Boro.	Atlantic Av.	Gravel,BST	.52	20'	Contract	$ 4,000.00	$ 4,444.44
Wildwood Crest Boro.	Crocus & Forgetmenot Rds.	Bit.Conc.	.38	20'	Contract	2,000.00	2,222.22
Woodbine Boro.	Adams Av.,Sec.2	Bit.Conc.	.13	20'	Contract	2,000.00	2,222.22
Woodbine Boro.	Adams Av. & DeHirsch Av.	Bit.Conc.	.56	20'	Contract	2,000.00	2,222.22
			CUMBERLAND COUNTY				
Commercial Twp.	Jeffreys Rd.	Gravel	.70	20'	Contract	3,150.00	3,500.00
Commercial Twp.	Light House Rd.	Gravel	1.50	20'	Contract	2,700.00	3,000.00
Commercial Twp.	Miller Rd.	Gravel	.60	20'	Contract	4,050.00	4,500.00
Commercial Twp.	Snow Hill Rd.,Sec.2	Gravel,cacl	1.00	20'	FA	3,420.00	3,800.00
Commercial Twp.	Snow Hill Rd.,Sec.3	Gravel	.30	20'	Contract	1,350.00	1,500.00
Deerfield Twp.	Jesse Bridge Rd.,Sec.1	Gravel	.90	20'	FA	6,120.00	6,800.00
Deerfield Twp.	Willow St.,Poplar St. Sec.2,Maxin & Wooster Avs.	Gravel	1.00	20'	FA	2,980.00	3,311.11
Downe Twp.	Hands Creek Rd.,Sec.2	Gravel	.80	20'	FA	3,150.00	3,500.00
Downe Twp.	Hands Creek Rd.,Sec.3	Gravel	.70	20'	Contract	2,700.00	3,000.00
Downe Twp.	Shaws Mill Rd.,Sec.2	Gravel,cacl	.55	20'	FA	1,800.00	2,000.00
Downe Twp.	Raybins Beach Rd.	Gravel	.70	20'	Contract	4,050.00	4,500.00
Fairfield Twp.	Clarks Pond Rd.,Sec.2	Gravel	.65	20'	Contract	3,150.00	3,500.00
Fairfield Twp.	Fairton-Millville,Secs.1,2, & 3	BST	4.00	20'	Contract	9,360.00	10,400.00
Fairfield Twp.	Shoemaker Rd.	Gravel	.36	20'	Contract	2,250.00	2,500.00
Fairfield Twp.	Stage Coach Rd.	Gravel	.86	20'	Contract	4,050.00	4,500.00
Greenwich Twp.	Stock Rd.,Sec.2	Gravel	.70	20'	Contract	4,050.00	4,500.00
Hopewell Twp.	Kinkle Rd.	Gravel	.40	20'	FA	2,250.00	2,500.00
Landis Twp.	Italia,Lawrence,West Avs.	Gravel	2.00	20'	Contract	8,100.00	9,000.00
Landis Twp.	Park Av. & New Pear St., Sec.2	Bit.Conc.	1.00	29'-25'	Contract	5,340.00	5,933.33
Lawrence Twp.	Eagle Island-Cedar Creek	Gravel	1.00	20'	Contract	5,400.00	6,000.00
Maurice River Twp.	Cannon Range Rd.	Gravel	.75	20'	FA	2,700.00	3,000.00
Upper Deerfield Twp.	Boyd Fox Rd.,Sec.2	Gravel	.64	20'	Contract	3,400.00	3,777.77
Vineland Boro	Eighth St.	Bit.Conc.	1.00	20'	Contract	9,000.00	10,000.00
Vineland Boro.	Park Dr.,6th,Cambridge	Bit.Conc.	.31	20'	Contract	11,100.00	12,333.33
Vineland Boro.	Peach St.	Bit.Conc.	1.00	20'	Contract	9,000.00	10,000.00
Vineland Boro.	Plum St.	Bit.Conc.	1.00	20'	Contract	7,000.00	7,777.78

(continued on Sheet #6)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1943 continued, Sheet 6)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			ESSEX COUNTY				
Caldwell Boro.	Prospect St.	Bit.Pen.Mac.	.45	20'-30'	Contract	$ 9,000.00	$ 10,000.00
Caldwell Twp.	Big Piece Rd.,Sec.1	Bit.Pen.Mac.	.96	20'	Contract	18,000.00	20,000.00
Cedar Grove Twp.	Sherman Av.	Bit.Pen.Mac.	.42	30'	Contract	13,950.73	15,500.81
Essex Fells Boro.	Rensselaer Rd.,Sec.3, Oldchester Rd.,Fells Rd.	Bit.Conc.	1.60	25'	Contract	9,000.00	10,000.00
Essex Fells Boro.	Rensselaer Rd.,Sec.4	Bit.Conc.	.37	25'	Contract	9,000.00	10,000.00
Irvington Town	Maple Av.	Reinf.Conc.	.08	50'	Contract	8,300.00	9,222.22
Irvington Town	Olson Place	Plain Conc.	.04	30'	Contract	1,800.00	2,000.00
Irvington Town	Western Parkway	Reinf.Conc.	.10	30'	Contract	3,000.00	3,333.33
Livingston Twp.	Burnet St.	Bit.Pen.Mac.	.27	30'	Contract	11,500.00	12,777.78
Livingston Twp.	Crescent Rd.	Bit.Pen.Mac.	.33	30'	Contract	7,625.60	8,472.89
Livingston Twp.	Hillside Av.,Sec.2	Bit.Pen.Mac.	.83	22'	Contract	9,000.00	10,000.00
Maplewood Twp.	Burnett Av.,Sec.2(widening)	Reinf.Con.	.19	20'	Contract	10,948.21	12,164.68
Maplewood Twp.	Cedar Lane	Plain Conc.	.24	30'	Contract	16,000.00	17,777.78
Millburn Twp.	Hobart Av.	"A" or "T"	.80	30'	Contract	17,872.41	19,858.23
Montclair Town	Bellevue Av.	Bit.Pen.Mac.	.34	36'	Contract	18,500.00	20,555.56
N. Caldwell Boro.	Grandview Place	Bit.Conc.	.13	30'	Contract	4,500.00	5,000.00
Nutley Town	Joerg Av.	Bit.Pen.Mac.	.23	30'	Contract	8,800.00	9,777.77
Verona Boro.	Derwent Av.	"A" or "T"	.35	28'	Contract	12,000.00	13,333.33
W. Caldwell Boro.	Park Av.,Sec.2 & Washington Av.	"A" or "T"	.27	30'	Contract	12,000.00	13,333.33
W. Caldwell Boro.	Washington Av.,Sec.2	"A" or "T"	.21	30'	Contract	11,500.00	12,777.78
			GLOUCESTER COUNTY				
Clayton Boro.	Maple St.	Bit.Conc.	.31	20'	Contract	4,500.00	5,000.00
Clayton Boro.	Pearl St.	Bit.Conc.	.65	20'	Contract	4,500.00	5,000.00
Deptford Twp.	1,2,3,6,Summit,Poplar, Trilby,Park Av.	Gravel,BST	1.59	20'	Contract	6,000.00	6,666.67
E.Greenwich Twp.	Bell & Berkley Avs., County House & Jessup Mill Roads	Gravel,BST	2.35	20'	Contract	370.00	411.11
E.Greenwich Twp.	Lodge Av. & Various Sts.	" "	1.70	20'	Contract	4,000.00	4,444.44
Elk Twp.	Buck Rd.,Sec.4	Gravel,cacl	.20	20'	Contract	720.00	800.00
Elk Twp.	Ewan-Bridgeton Rd.	Gravel,cacl	1.20	20'	Contract	4,000.00	4,444.44
Franklin Twp.	Marshall Mill Rd.,Sec.3	Gravel,cacl	1.60	20'	Contract	7,000.00	7,777.78
Glassboro Boro.	Franklin & Various Sts.	Gravel,BST	1.95	20'	Contract	10,000.00	11,111.10

(continued on Sheet #7)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1943 (continued, Sheet 7)

GLOUCESTER COUNTY (continued)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
Greenwich Twp.	Jefferson St.	Gravel,cacl	.25	20'	FA	$ 1,102.50	$ 1,225.00
Greenwich Twp.	Rambo Av.,Sec.2	Gravel,cacl	.12	20'	FA	756.00	840.00
Greenwich Twp.	Swedesboro Rd.,Sec.2	Gravel,cacl	.50	20'	FA	2,115.00	2,350.00
Greenwich Twp.	Washington,Maple,Walnut, Pine Sts.	Bit.Conc.	.60	20'	Contract	4,526.50	5,029.44
Greenwich Twp.	Watkins Av. & Various Sts.	Gravel	2.51	20'	Contract	5,000.00	5,555.55
Harrison Twp.	Back Creek Rd.,Sec.2	Gravel,cacl	1.20	20'	FA	4,300.00	4,777.77
Harrison Twp.	Jackson Rd.	Gravel,cacl	1.20	20'	Contract	4,000.00	4,444.44
Harrison Twp.	Souder Rd.	Gravel,cacl	.85	20'	FA	3,000.00	3,333.33
Mantua Twp.	Various Sts. in Sewell & Mantua	Gravel	2.50	20'	Contract	5,000.00	5,555.56
Monroe Twp.	Malaga Rd.	Gravel	3.61	20'	Contract	7,000.00	7,777.78
National Park Boro.	Third St.	Gravel	.20	20'	FA	930.00	1,033.33
National Park Boro.	3rd St.,Sec.2, & 4th St.	Gravel	.85	20'	Contract	3,000.00	3,333.33
Newfield Boro.	Church,Reno,Helena,Pearl, Arch & Hazel Sts.	Gravel,BST	2.00	20'	Contract	4,500.00	4,999.99
Paulsboro Boro.	Fifth St.	Plain Conc.	.42	20'	Contract	5,000.00	5,555.55
Pitman Boro.	Lake Av. & Various Sts.	Bit.Conc.	2.62	20'	Contract	10,200.94	11,334.38
Pitman Boro.	Longmere Av. & " "	Bit.Conc.	1.05	20'	Contract	7,500.00	8,333.33
Pitman Boro.	Wesley Av.,Mansfield Av. & Blvd.	Bit.Conc.	.64	20'	Contract	9,000.00	10,000.00
S.Harrison Twp.	Harrisonville-Ferrell Rd.,Sec.1	Gravel,cacl	1.00	20'	Contract	2,800.00	3,111.11
S.Harrison Twp.	Richwood-Harrisonville Rd.,Sec.4	Gravel,cacl	.40	20'	FA	1,400.00	1,555.55
Swedesboro Boro.	Markling St.,South Av., Richardson Av.,Glass St.	Gravel	.75	20'	Contract	3,500.00	3,888.89
Washington Twp.	Downer Rd.	Gravel,BST	.80	20'	Contract	2,680.49	2,978.32
Washington Twp.	Eastview,Linwood,Edgewater, Melbourne & Arbutus	" "	1.10	20'	Contract	4,500.00	5,000.00
Wenonah Boro.	W.Cedar St.,S.W.Av.,Sec.2, Cherry & Poplar Sts.	" cacl	.54	20'	Contract	3,500.00	3,888.89
Wenonah Boro.	Willow St.,Cherry St.,Sec.2 & Poplar St.,Sec.2	Gravel	1.02	20'	Contract	3,500.00	3,888.88
W.Deptford Twp.	Hillside Rd.,Walnut St., Shields & Lynn Avs.	Gravel	1.30	20'	Contract	4,500.00	5,000.00

(continued on Sheet #8)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1943 (continued, Sheet 8)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			GLOUCESTER COUNTY (continued)				
W. Deptford Twp.	5th,6th & Manhattan Sts.	Gravel,BST	.25	20'	Contract	$ 900.00	$ 1,000.00
W. Deptford Twp.	Verga & Franklin Avs.	Gravel,cacl	.26	20'	FA	1,800.00	2,000.00
Westville Boro.	Boundary Lane,Burr,Park & Delaware View Avs.	Gravel,BST	.80	20'	Contract	2,750.00	3,055.55
Westville Boro.	River Drive	Bit.Pen.Mac.	.50	20'	Contract	7,250.00	8,055.55
Woodbury City	Railroad Av.	Bit.Conc.	.31	20'	Contract	11,077.68	12,308.53
Woodbury City	Tatum St.	Bit.Pen.Mac.	.09	20'	Contract	1,690.00	1,877.77
Woodbury City	Various Sts.	Bit.Conc.	-	20'	Contract	19,000.00	21,111.11
Woodbury Hghts.Boro.	4th St.,Sec.3	Gravel	.49	20'	Contract	2,500.00	2,777.78
Woodbury Hghts.Boro.	Park Av. & W.Jersey Av.	Gravel	.95	20'	Contract	3,000.00	3,333.33
Woolwich Twp.	Kelley Rd., Sec.1	Gravel,cacl	1.00	20'	FA	3,600.00	4,000.00
Woolwich Twp.	Kelley Rd., Sec.2	Gravel,cacl	.50	20'	FA	2,000.00	2,222.22
Woolwich Twp.	Pedricktown-Harrisonville Rd.,Sec.3	Gravel,cacl	.80	20'	Contract	4,000.00	4,444.44
			HUDSON COUNTY				
East Newark Boro.	Grant Av.	Plain Conc.	.22	30'	Contract	27,000.00	30,000.00
Guttenberg Town	70th St.,Sec.4	Plain Conc.	.15	30'	Contract	25,000.00	27,777.78
Kearny Town	Jacobus Av.	Plain Conc.	.64	36'	Contract	45,000.00	50,000.00
N. Bergen Twp.	Granton Av.	Plain Conc.	.52	40'	Contract	55,000.00	61,111.11
Weehawken Twp.	Baldwin Av.	Plain Conc.	.09	42'	Contract	18,000.00	20,000.00
W.New York Town	Palisade Av.,Sec.1	Sheet Asphalt	.62	30'-36'	Contract	30,000.00	33,333.33
			HUNTERDON COUNTY				
Alexandria Twp.	Neilson's Cor.-Mechlin's Cor. Rd.	Bit.Pen.Mac.	2.85	18'	Contract	1,800.00	2,000.00
Alexandria Twp.	" " Sec.2	Bit.Pen.Mac.	2.70	18'	Contract	6,000.00	6,666.67
Bethlehem Twp.	Pattenburg-Norton Rd.	Bit.Pen.Mac.	.85	18'	Contract	5,000.00	5,555.55
Bloomsbury Boro.	High,Valley,Gardner Sts.	"A" or "T"	1.23	18'-20'	Contract	2,000.00	2,222.22
Bloomsbury Boro.	Willow,R.R.Avs.,Gardner & Wilson Sts.	"A" or "T"	.98	18'-20'	Contract	1,500.00	1,666.66
Clinton Twp.	Annandale-High Bridge, Sec.3	Bit.Pen.Mac.	.30	18'	Contract	5,400.00	6,000.00
Clinton Twp.	Clinton-Hamden Rd.	Bit.Pen.Mac.	1.10	18'	Contract	16,500.00	18,333.32
Delaware Twp.	Ringoes-Croton Rd.,Sec.5	Bit.Pen.Mac.	3.50	18'	Contract	5,500.00	6,111.11
East Amwell Twp.	VanLiew's Cor.-Hopewell Rd.	" "	2.10	18'	Contract	5,000.00	5,555.55

(continued on Sheet #9)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1943 (continued, Sheet 9)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			HUNTERDON COUNTY (continued)				
Franklin Twp.	Quakertown-Oak Grove Grange Rd.	"A" or "T"	1.80	18'	Contract	$ 14,500.00	$ 16,111.10
Franklin Twp.	River Rd., Sec.2	"A" or "T"	1.30	18'	Contract	2,250.00	2,500.00
Frenchtown Boro.	Milford Rd.	"A" or "T"	.12	18'	Contract	2,250.00	2,500.00
Lambertville City	Elm, Church & George Sts.	"A" or "T"	.39	24'-28'	Contract	6,649.37	7,388.19
Lebanon Twp.	Califon-Changewater Rd.	Bit.Pen.Mac.	6.00	18'	Contract	20,500.00	22,777.78
Lebanon Twp.	Glen Gardner-Woodglen, Sec.5	" " "	.13	18'	Contract	2,250.00	2,500.00
Raritan Twp.	Flemington-Reaville, Sec.1	" " "	.27	18'	Contract	3,750.00	4,166.66
Raritan Twp.	Ringoes-Croton, Sec.5	" " "	3.50	18'	Contract	7,000.00	7,777.78
Readington Twp.	Pleasant Run-Centerville, Sec.2	"A" or "T"	3.20	18'	Contract	7,500.00	8,333.33
Tewksbury Twp.	Cokesbury-Califon, Sec.2	Bit.Pen.Mac.	1.00	18'	Contract	15,500.00	17,222.22
Union Twp.	Pattenburg-Norton, Sec.2	Bit.Pen.Mac.	.30	18'	Contract	4,500.00	5,000.00
Union Twp.	Perryville-Mechlin's Cor., Sec.2	"A" or "T"	1.00	18'	Contract	5,400.00	6,000.00
West Amwell Twp.	Harbourton Rd.	"A" or "T"	1.10	18'	Contract	5,700.00	6,333.33
			MERCER COUNTY				
East Windsor Twp.	Cranbury Cross Rd.	Gravel, BST	1.00	20'	Contract	5,700.00	6,333.33
Ewing Twp.	Federal City Rd.	Drainage	.80	-	FA	8,400.00	9,333.33
Ewing Twp.	Federal City Rd. (Paving)	Bit.Pen.Mac.	.80	20'	Contract	10,000.00	11,111.11
Hamilton Twp.	Extonville Rd.	Gravel, BST	1.00	20'	Contract	5,400.00	6,000.00
Hamilton Twp.	Newkirk Av.	"A" or "T"	.75	20'	Contract	16,200.00	18,000.00
Hamilton Twp.	Park Av. & Central Av.	"A" or "T"	.75	20'	Contract	12,000.00	13,333.33
Hopewell Twp.	Moore's Sta.-Acker's Cor., Sec.5	Bit.Pen.Mac.	.27	18'	Contract	8,100.00	9,000.00
Hopewell Twp.	" " " Sec.6	Bit.Pen.Mac.	.30	18'	Contract	9,000.00	10,000.00
Hopewell Boro.	Model Av., Sec.3	"A" or "T"	.09	20'	Contract	4,500.00	5,000.00
Lawrence Twp.	Princeton Tpke., Sec.4	Bit.Pen.Mac.	.58	20'	Contract	14,400.00	16,000.00
Lawrence Twp.	Princeton Pike, Sec.5	Bit.Pen.Mac.	.50	20'	Contract	11,500.00	12,777.78
Pennington Boro.	Eglantine Av.	"A" or "T"	.32	20'	Contract	9,500.00	10,555.55
Princeton Twp.	Princeton Pike, Sec.4	Bit.Pen.Mac.	.74	20'	Contract	17,333.94	19,259.93
Princeton Boro.	Cleveland Lane, Sec.2, & Boudinot St.	"A" or "T"	.50	20'	Contract	10,000.00	11,111.10
Washington Twp.	Robbinsville-Sharon, Sec.8	Bit.Pen.Mac.	.39	18'	Contract	16,200.00	18,000.00
Washington Twp.	Robbinsville-Sharon, Sec.9	Bit.Pen.Mac.	.90	18'	Contract	9,000.00	10,000.00
West Windsor Twp.	Cranbury Neck Rd.	Tar Soil Stab.	1.55	18'	Contract	11,700.00	13,000.00

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1943 (continued, Sheet 10)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			MIDDLESEX COUNTY				
Cranbury Twp.	Cranbury Station-Wyckoff's Mill Rd.	Gravel,BST	1.00	20'	Contract	$ 2,250.00	$ 2,500.00
Dunellen Boro.	Madison Av.	Reinf.Conc.	.60	20'	Contract	8,100.00	9,000.00
East Brunswick Twp.	Dutch Rd.	"A" or "T"	2.00	20'	Contract	8,000.00	8,888.88
East Brunswick Twp.	Dutch Rd.,Sec.2	"A" or "T"	.75	20'	Contract	9,000.00	10,000.00
East Brunswick Twp.	Dutch Rd.,Sec.3	"A" or "T"	.60	20'	Contract	9,000.00	10,000.00
Madison Twp.	Mundy Av.(Greystone Rd.)	Gravel,BST	1.60	20'	Contract	5,425.00	6,027.77
Madison Twp.	" " " Sec. 2	Gravel,BST	.76	20'	Contract	5,000.00	5,555.55
Middlesex Boro.	Mountain Av.,Sec.2-A	"A" or "T"	.27	20'	Contract	6,075.00	6,750.00
Monroe Twp.	Cranbury Sta.-Wyckoff's Mill Rd.	Gravel,BST	1.00	20'	Contract	2,250.00	2,500.00
Monroe Twp.	" " " Sec.2	Gravel	.90	20'	Contract	2,700.00	3,000.00
Monroe Twp.	Halsey Reed Rd.	Gravel	1.00	20'	Contract	5,400.00	6,000.00
Monroe Twp.	Perrineville-Spotswood Rd.	BST	1.95	20'	Contract	2,000.00	2,222.22
Monroe Twp.	State Home Rd.	BST	1.05	20'	Contract	1,000.00	1,111.11
Monroe Twp.	Wyckoff's Mill-Applegarth Rd.	Gravel	1.00	20'	Contract	5,000.00	5,555.55
Plainsboro Twp.	St.Josephs College Rd.	"A" or "T"	1.00	18'	Contract	19,000.00	21,111.11
Raritan Twp.	New Dover Rd.,Sec.1	"A" or "T"	.75	20'	Contract	4,500.00	5,000.00
Raritan Twp.	New Dover Rd.,Sec.2	"A" or "T"	.75	20'	Contract	9,000.00	10,000.00
S. Brunswick Twp.	Cottageville-Fresh Ponds, Sec.4	"A" or "T"	1.00	20'	Contract	8,200.00	9,111.11
S. Brunswick Twp.	Cottageville-Fresh Ponds, Sec.5	"A" or "T"	1.00	20'	Contract	10,000.00	11,111.11
S. Brunswick Twp.	Cottageville-Fresh Ponds, Sec.6	"A" or "T"	1.20	20'	Contract	10,000.00	11,111.11
S. Plainfield Boro.	Central Av.	"A" or "T"	.23	20'	Contract	5,000.00	5,555.55
S. Plainfield Boro.	Dumont Av.	"A" or "T"	.20	20'	Contract	4,500.00	5,000.00
S. Plainfield Boro.	Hancock St.	"A" or "T"	.42	20'	Contract	9,000.00	10,000.00
			MONMOUTH COUNTY				
Atlantic Twp.	Hominy Hill Rd.,Sec.1	Gravel,cacl	1.08	20'	Contract	4,244.12	4,715.69
Atlantic Twp.	Woodland Dr.,Water St., Hominy Hill Rd.,Sec.2	Gravel,BST	2.50	20'	Contract	3,000.00	3,333.33
Atlantic Highlands Boro.	Av."C," Av."D,"Upper Mount,Bay,Wesley Avs.	Gravel,BST	1.55	20'	Contract	2,000.00	2,222.22
" "	Mount Av. & Hooper Av.	Gravel,BST	.65	20'	Contract	2,000.00	2,222.22

(continued on Sheet #11)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1943 (continued, Sheet 11)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			MONMOUTH COUNTY (continued)				
Avon-by-the-Sea Boro.	First Av.	Gravel,BST	.49	20'	Contract	$ 3,000.00	$ 3,333.33
Belmar Boro.	"C" St.,Sec.2	Gravel,BST	.20	20'	Contract	4,000.00	4,444.44
Belmar Boro.	2nd,3rd,7th,12th, & 15th Avs.	"A" or "T"	1.22	20'	Contract	5,000.00	5,555.55
Bradley Beach Boro.	LaReine,McCabe,Park Pl. & 4th Av.	"A" or "T"	.55	20'	Contract	2,500.00	2,777.77
Brielle Boro.	Ashley Av.,Sec.2, & Rankin Rd.,Sec.2	Gravel	.42	20'	Contract	2,000.00	2,222.22
Brielle Boro.	Rankin Rd.,Sec.2,Brown St.,Ashley Av.,Sec.2 & Barrie Av.	"A" or "T"	1.00	20'	Contract	2,000.00	2,222.22
Fair Haven Boro.	Buena Vista Av.(Drainage)	Drainage	.21	-	Contract	3,000.00	3,333.33
Freehold Twp.	W.Freehold-Georgia School House Rd.,Sec.4	Gravel,BST	3.00	20'	Contract	3,300.00	3,666.67
Howell Twp.	Broklebank,W.Farms,Sec.2, Yellowbrook & Oak Glen Rds.	Gravel	6.05	20'	Contract	4,000.00	4,444.44
Keyport Boro.	Beers & Butler Sts.	Gravel,BST	.33	20'	Contract	5,000.00	5,555.55
Keyport Boro.	Burtina Place	Gravel,BST	.10	20'	Contract	2,000.00	2,222.22
Manalapan Twp.	Englishtown-Tracy Sta.Rd.	Gravel,BST	.60	20'	Contract	3,000.00	3,333.33
Manasquan Boro.	Brielle Rd. & Euclid Av.	"A" or "T"	1.00	20'	Contract	4,000.00	4,444.44
Matawan Twp.	Church St.	Gravel,BST	1.10	20'	Contract	3,000.00	3,333.33
Middletown Twp.	Church St.	Gravel,BST	1.00	20'	Contract	6,000.00	6,666.67
Millstone Twp.	Clarksburg-Red Valley,Sec.2	" "	1.10	20'	Contract	3,300.00	3,666.67
Monmouth Beach Boro.	Navesink Drive	Gravel	.60	20'	Contract	3,300.00	3,666.67
Neptune City Boro.	Rosewood Pl.,Woodland, Laurel & Railroad Avs.	Gravel,BST	.80	20'	Contract	3,300.00	3,666.67
Neptune Twp.	Stratford,Milton,Hawthorne, MacBride & Columbus Avs.	Gravel	1.09	20'	Contract	4,500.00	5,000.00
Oceanport Boro.	Port-au-Peck Av.	Gravel,BST	.50	20'	Contract	3,000.00	3,333.33
Raritan Twp.	Bethany Rd.,Sec.2	Gravel	.85	20'	FA	2,000.00	2,222.22
Rumson Boro.	Buena Vista Av.(Drainage)	Drainage	.21	-	Contract	3,000.00	3,333.33
Sea Girt Boro.	Bell Place	Gravel,cacl	.57	20'	Contract	2,000.00	2,222.22
Sea Girt Boro.	First Av.,The Crescent, & Philadelphia Blvd.	Gravel,BST	.60	20'	Contract	2,300.00	2,555.55
Shrewsbury Twp.	Riverdale Rd.	Gravel,BST	1.50	20'	Contract	2,500.00	2,777.78
Shrewsbury Twp.	W. Park Av.	BST	1.30	20'	Contract	2,500.00	2,777.77

(continued on Sheet #12)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1943 (continued, Sheet 12)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
MONMOUTH COUNTY (continued)							
Spring Lake Boro.	Worthington, Vroom, Pitney & Salem Av.	Gravel, BST	2.00	20'	Contract	$ 2,000.00	$ 2,222.22
Spring Lake Boro.	Newark, Tuttle, Monroe & St. Clair Av.	BST	1.15	20'	Contract	2,000.00	2,222.22
Spring Lake Hghts. Boro.	Ocean Rd.	Bit. Conc.	.01	20'	Contract	1,000.00	1,111.11
Upper Freehold Twp.	Extonville Rd.	Gravel, BST	1.00	20'	Contract	5,400.00	6,000.00
Wall Twp.	Hurley Pond-Farmingdale Rd., Sec. 2	Gravel, BST	1.69	20'	Contract	4,000.00	4,444.44
MORRIS COUNTY							
Denville Twp.	Franklin Av., Sec. 1	"A" or "T"	1.00	20'	Contract	7,500.00	8,333.33
Florham Park Boro.	Roosevelt Blvd., Sec. 2	"A" or "T"	.40	18'	Contract	5,000.00	5,555.55
Jefferson Twp.	Sparta-Newfoundland, Sec. 5 & Sec. 3 Widening	Bit. Pen. Mac.	.35	18'	Contract	6,300.00	7,000.00
Kinnelon Boro.	Jacksonville Rd.	Bit. Pen. Mac.	1.00	18'	Contract	9,800.00	10,888.89
Lincoln Park Boro.	Morris Canal Rd.	Bit. Pen. Mac.	.40	20'	Contract	4,500.00	5,000.00
Mine Hill Twp.	Randall Av.	Bit. Pen. Mac.	1.00	18'	Contract	7,000.00	7,777.77
Montville Twp.	River Rd., Sec. 2	Bit. Pen. Mac.	.40	18'-20'	Contract	10,000.00	11,111.11
Morris Twp.	Western Av., Sec. 2	"A" or "T"	.85	20'	Contract	9,000.00	10,000.00
Morris Twp.	Western Av., Sec. 3	"A" or "T"	.42	20'-30'	Contract	16,000.00	17,777.78
Morris Plains Boro.	Malapardis Rd.	"A" or "T"	.41	20'	Contract	12,300.00	13,666.66
Mount Olive Twp.	Bartley-Drakestown Rd.	Bit. Pen. Mac.	1.10	18'	Contract	9,000.00	10,000.00
Parsippany-Troy Hills Twp.	Edwards Rd.	"A" or "T"	.80	18'	Contract	3,600.00	4,000.00
Passaic Twp.	Long Hill Rd., Sec. 3	"A" or "T"	.31	18'	Contract	9,000.00	10,000.00
Passaic Twp.	Long Hill Rd., Sec. 4	"A" or "T"	.87	18'	Contract	9,000.00	10,000.00
Riverdale Boro.	Matthews Rd.	Bit. Pen. Mac.	.50	20'	Contract	4,500.00	5,000.00
Rockaway Boro.	Franklin Av., Sec. 2	"A" or "T"	.50	20'	Contract	9,000.00	10,000.00
Rockaway Boro.	Franklin Av., Sec. 3	"A" or "T"	.17	20'	Contract	5,000.00	5,555.56
Washington Twp.	Bartley-Drakestown Rd.	Bit. Pen. Mac.	1.10	18'	Contract	5,400.00	6,000.00
OCEAN COUNTY							
Barnegat City Boro.	18th & 19th Sts.	Gravel	.27	20'	Contract	2,000.00	2,222.22
Beach Haven Boro.	Coral, Pearl, Delaware, Stratford & Jefferis Avs.	Gravel	.28	20'	Contract	3,600.00	4,000.00
Beach Haven Boro.	Delaware Av., Sec. 2	Gravel	.20	20'	Contract	3,000.00	3,333.33

(continued on Sheet #13)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1943 (continued, Sheet 13)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			OCEAN COUNTY (continued)				
Beachwood Boro.	Cable Av.	Gravel	.65	20'	Contract	$ 2,700.00	$ 3,000.00
Beachwood Boro.	Seaman Av.	Gravel	1.30	20'	Contract	2,700.00	3,000.00
Berkeley Twp.	Harbor Inn Rd. & Brennan Concourse	Gravel	1.83	20'	Contract	4,000.00	4,444.44
Berkeley Twp.	Louis Av.,Sec.3	Gravel	.80	20'	Contract	910.02	1,011.13
Brick Twp.	Beacon,Linden,Manchester, Coon Rd.,Elizabeth Av.	Gravel	3.10	20'	Contract	9,500.00	10,555.55
Dover Twp.	Schencks Mill Line Rd., Ala. & Buermann Avs.	Gravel,cacl	2.15	20'	Contract	9,500.00	10,555.55
Dover Twp.	Vermont Av.,Sec.2	Gravel,cacl	.26	20'	FA	1,440.00	1,600.00
Dover Twp.	White Oak Bottom Rd. & Barnegat Blvd.	Gravel	2.70	20'	Contract	4,015.64	4,461.82
Eagleswood Twp.	Cox Crossing-Stafford Forge Rd.,Sec.1	Gravel	1.00	20'	Contract	1,800.00	2,000.00
Eagleswood Twp.	John St.,Sec.2,Willits Av.,Sec.2, & R.R.Av.	Gravel	.22	20'	Contract	1,200.00	1,333.33
Harvey Cedars Boro.	Bergen Av.,81st & Anchor St.	"	.25	20'	Contract	1,800.00	2,000.00
Harvey Cedars Boro.	Holly Av. & Union Av.	Gravel	.19	20'	Contract	1,500.00	1,666.67
Jackson Twp.	Bowman Rd.,Sec.1	Gravel	.70	20'	Contract	2,700.00	3,000.00
Jackson Twp.	Frank Applegate Rd.	Gravel	2.75	20'	Contract	5,660.00	6,288.89
Jackson Twp.	Leming Rd.	Gravel	.70	20'	Contract	2,700.00	3,000.00
Lacey Twp.	Lanoka-Lacey Rd.Cut-off, Sec.2	Gravel	1.00	20'	Contract	4,000.00	4,444.44
Lacey Twp.	Lanoka-Lacey Rd.Cut-off, Sec.3	Gravel	1.00	20'	Contract	2,700.00	3,000.00
Lakewood Twp.	Vermont Av.	Gravel,cacl	.40	20'	FA	1,800.00	2,000.00
Little Egg Harbor Twp.	Tuckerton-Little Beach Rd.	Gravel	2.00	20'	Contract	4,500.00	5,000.00
Long Beach Twp.	14,15,17,18,19th Sts., Jerome,Lily & La. Avs.	Gravel	.81	20'	Contract	2,700.00	3,000.00
Manchester Twp.	Burnside St.,Lawrence Av. & South Hampton Av.,Sec.1	Gravel	1.00	20'	Contract	2,700.00	3,000.00
Manchester Twp.	Morningside Av.,Sec.2, & 10th Av.	Gravel	.50	20'	Contract	3,600.00	4,000.00
Ocean Twp.	Oregon,Dock Rd.,Walnut St., Maple & Pine Avs.	"	.56	20'	Contract	2,500.00	2,777.77

(continued on Sheet #14)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			OCEAN COUNTY (continued)				
Pine Beach Boro.	Monmouth, Hillside & N.J. Avs.	Gravel, BST	.25	20'	Contract	$ 1,500.00	$ 1,666.66
Plumsted Twp.	Hopkins Rd., Sec.2	Gravel	.60	20'	Contract	2,700.00	3,000.00
Plumsted Twp.	Joe Fischer Rd.	Gravel	.95	20'	Contract	3,150.00	3,500.00
Pt.Pleasant Boro.	Austin, Cottage, Grove, Barton, etc.	Gravel	.98	20'	Contract	3,090.00	3,433.33
Pt.Pleasant Beach Boro.	Harvard Av., Riverside Pl., Fairview Pl.	Gravel	.48	20'	Contract	3,600.00	4,000.00
Pt.Pleasant Beach Boro.	Hawthorn Av., River Blvd. & Niblick St.	Gravel	.51	20'	Contract	1,238.67	1,376.30
Seaside Hghts. Boro.	Barnegat Av.	Gravel, BST	.30	20'	Contract	2,700.00	3,000.00
Seaside Hghts. Boro.	Barnegat Av., Sec.2	Gravel	.08	20'	Contract	1,000.00	1,111.11
Seaside Park Boro.	14th Av.	Gravel	.14	20'	FA	900.00	1,000.00
Ship Bottom-Beach Arlington Boro.	3rd St. & Central Av.	Gravel	.26	20'	Contract	1,800.00	2,000.00
Surf City Boro.	Central Av. & S.3rd St.	Gravel	.35	20'	Contract	2,700.00	3,000.00
Union Twp.	Bay View Blvd.	Gravel	1.00	20'	Contract	4,000.00	4,444.44
Union Twp.	Howardsville Rd., Sec.4	Gravel	.66	20'	Contract	3,000.00	3,333.33
			PASSAIC COUNTY				
Bloomingdale Boro.	Mary St., Elizabeth St., Sec.2, Wm. & Sophia Sts.	Bit.Pen. Mac.	.28	20'	Contract	11,500.00	12,777.77
Haledon Boro.	E.Barbour St. & Roe St., Sec.2	"A" or "T"	.30	30'	Contract	4,500.00	5,000.00
Haledon Boro.	Roe St.	"A" or "T"	.14	20'	Contract	3,000.00	3,333.33
Hawthorne Boro.	Grandview Av.	"A" or "T"	.13	20'	Contract	4,700.00	5,222.22
Hawthorne Boro.	Royal Av., Sec.2	"A" or "T"	.18	20'	Contract	8,300.00	9,222.21
Little Falls Twp.	Crane St.	Bit.Pen.Mac.	.17	20'	Contract	3,500.00	3,888.89
N.Haledon Boro.	Manchester Av.(Widening)	" " "	.33	10'	Contract	7,000.00	7,777.78
N.Haledon Boro.	Westervelt Av.	" " "	.42	20'	Contract	6,500.00	7,222.22
Pompton Lakes Boro.	Lincoln Av., Sec.2	" " "	.82	20'	Contract	12,000.00	13,333.33
Prospect Park Boro.	Brown Av., Sec.2	Sheet Asphalt	.25	20'	Contract	8,000.00	8,888.88
Prospect Park Boro.	N. 13th St.	"A" or "T"	.17	20'	Contract	5,000.00	5,555.55
Prospect Park Boro.	N. 16th St.	"A" or "T"	.17	30'	Contract	5,000.00	5,555.55
Ringwood Boro.	Stonetown Rd.	Bit.Pen.Mac.	4.00	20'	Contract	12,250.00	13,611.11

(continued on Sheet #15)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1943 (continued, Sheet 15)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			PASSAIC COUNTY (continued)				
Totowa Boro.	Crosby Av.	Bit.Pen.Mac.	.18	20'	Contract	$ 2,600.00	$ 2,888.88
Totowa Boro.	Hudson Av. & Mitchell Av.	" " "	.39	20'	Contract	6,500.00	7,222.22
Totowa Boro.	McKenney Av., Bogert St., Lincoln, Young Avs.	Type "A"	.46	20'	Contract	8,000.00	8,888.88
Totowa Boro.	Lind Rd.	Bit.Pen.Mac.	.18	20'	Contract	2,700.00	3,000.00
Totowa Boro.	Sutton Av.	" " "	.11	20'	Contract	1,700.00	1,888.88
Totowa Boro.	Tracey Av., Sec.2	" " "	.04	20'	Contract	500.00	555.55
Wanaque Boro.	Greenwood Av.	" " "	.90	20'	Contract	3,500.00	3,888.88
Wayne Twp.	Hardwick Lane, Sec.2	" " "	.25	20'	Contract	7,000.00	7,777.77
Wayne Twp.	Hinchman's Lane	" " "	.64	20'	Contract	6,500.00	7,222.22
W.Milford Twp.	W.Brook Rd., Sec.3	" " "	.33	20'	Contract	7,500.00	8,333.33
W.Milford Twp.	W.Brook Rd., Sec.4	" " "	.66	20'	Contract	7,500.00	8,333.33
W.Paterson Boro.	W.32nd St., Marcellus Av., W.34th & W.35th Sts.	"A" or "T"	.44	20'	Contract	8,500.00	9,444.44
W.Paterson Boro.	Whippany Av. & Ramapo Av.	"A" or "T"	.13	24'-30'	Contract	2,500.00	2,777.78
			SALEM COUNTY				
Alloway Twp.	Ernest Garton Rd., Sec.2	Gravel, BST	1.90	20'	Contract	7,830.00	8,700.00
Elmer Boro.	Barton Av. & Penn St.	Gravel	.30	20'	FA	2,000.00	2,222.22
Elmer Boro.	Elmer St.	Gravel, cacl	.23	20'	FA	2,000.00	2,222.22
Elsinboro Twp.	Feather Bed Lane	Gravel, BST	1.20	20'	Contract	5,400.00	6,000.00
Lower Alloways Cr.Twp.	Cross Rd., Sec.2	Gravel, BST	.75	20'	Contract	6,300.00	7,000.00
Lower Penns Neck Twp.	1st St. & Morningside Dr.	Gravel	.47	20'	Contract	2,700.00	3,000.00
Lower Penns Neck Twp.	Glen Dr., Annapolis Rd. & Francis Dr.	Gravel	.25	20'	Contract	1,440.00	1,600.00
Lower Penns Neck Twp.	Holly Dr., Michigan Rd. & Maple Dr.	Gravel	.27	20'	Contract	1,530.00	1,700.00
Mannington Twp.	Sandy Ridge Rd.	Gravel, BST	1.20	20'	Contract	6,300.00	7,000.00
Penns Grove Boro.	South Smith Av.	"A" or "T"	.30	20'	Contract	1,250.00	1,388.88
Penns Grove Boro.	S.Smith Av., Sec.2, & Park Av.	Gravel, BST	.82	20'	Contract	5,000.00	5,555.55
Pilesgrove Twp.	Harding Highway-Harrisonville Rd., Sec.3	Gravel, BST	1.90	20'	Contract	8,100.00	9,000.00
Pittsgrove Twp.	Elmer-Greenville Rd.	Gravel, cacl	1.55	20'	Contract	9,606.33	10,673.70
Pittsgrove Twp.	Sheep Pen Rd.	Gravel, BST	1.20	20'	Contract	4,500.00	5,000.00

(continued on Sheet #16)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1945 (continued, Sheet 16)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			SALEM COUNTY (continued)				
Quinton Twp.	Burden Hill Rd.	Gravel,BST	3.10	20'	Contract	$ 2,100.00	$ 2,333.33
Quinton Twp.	Hogate Blvd.	Gravel,BST	.80	20'	Contract	4,500.00	5,000.00
Salem City	Fifth St.	Bit.Conc.	.15	20'	Contract	6,300.00	7,000.00
Upper Penns Neck Twp.	Highland Rd.	Gravel,BST	.50	20'	Contract	3,600.00	4,000.00
Upper Penns Neck Twp.	Pine St.	Gravel,BST	.40	20'	Contract	2,000.00	2,222.22
Upper Pittsgrove Twp.	Fitch Horn Rd.	Gravel,BST	.80	20'	Contract	2,000.00	2,222.22
Upper Pittsgrove Twp.	Cedar Lane Rd.	Gravel,BST	1.00	20'	Contract	5,400.00	6,000.00
Woodstown Boro.	Dickinson,Church, Washington Sts.	Gravel,BST	.41	20'	Contract	4,500.00	5,000.00
			SOMERSET COUNTY				
Bernards Twp.	Martinsville-Liberty Cor.Rd.,Sec.5A	"A" or "T"	.48	20'	Contract	3,000.00	3,333.33
Bernards Twp.	Martinsville-Liberty Cor.Rd.,Sec.6	"A" or "T"	.48	20'	Contract	800.00	888.89
Branchburg Twp.	Opie Rd.,Sec.1	"A" or "T"	1.30	20'	Contract	17,800.00	19,777.77
Bridgewater Twp.	North Bridge St.,Sec.3	"A" or "T"	.40	20'	Contract	7,020.00	7,800.00
Franklin Twp.	Cedar Grove Lane,Sec.1	"A" or "T"	.26	20'	Contract	7,000.00	7,777.77
Franklin Twp.	Cedar Grove Lane,Sec.2	"A" or "T"	.75	20'	Contract	7,000.00	7,777.77
Franklin Twp.	Cedar Grove Lane,Sec.3	"A" or "T"	.75	20'	Contract	6,300.00	7,000.00
Green Brook Twp.	Gold St.,Sec.2, & Cramer Av.	"A" or "T"	.34	20'	Contract	6,500.00	7,222.22
Hillsborough Twp.	New Centre Schoolhouse Rd.,Sec.4	"A" or "T"	1.25	20'	Contract	7,500.00	8,333.33
Hillsborough Twp.	New Centre Schoolhouse Rd.,Sec.5	"A" or "T"	1.00	20'	Contract	13,000.00	14,444.44
Montgomery Twp.	Hollow Rd.,Sec.2(Zion Rd.)	"A" or "T"	2.50	20'	Contract	10,000.00	11,111.11
Montgomery Twp.	Hollow Rd.,Sec.3(Zion Rd.)	"A" or "T"	2.00	20'	Contract	10,800.00	12,000.00
Somerville Boro.	North Gaston Av.	Reinf.Conc.	.44	20'	Contract	9,640.00	10,711.11
S.Bound Brook Boro.	Louis Av.,Sec.2	"A" or "T"	.10	20'	Contract	2,731.15	3,034.60
Warren Twp.	Mount Horeb Rd.,Sec.2	"A" or "T"	.75	20'	Contract	8,800.00	9,777.77
			SUSSEX COUNTY				
Andover Twp.	Huntsville-Springdale Rd.	Gravel	1.00	18'	Contract	7,500.00	8,333.33
Andover Twp.	Lime Crest Rd.,Sec.1	Gravel	.30	18'	Contract	4,000.00	4,444.44
Branchville Boro.	Kemah Lake Rd.	BST	.12	20'	Contract	3,000.00	3,333.33

(continued on Sheet 17)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			SUSSEX COUNTY (continued)				
Byram Twp.	Old Stanhope Rd.,Sec.2	Gravel	1.00	18'	Contract	$5,000.00	$ 5,555.55
Frankford Twp.	Plains Rd., Sec.2 & 3	Gravel	2.92	18'	Contract	16,000.00	17,777.77
Frankford Twp.	County Farm Rd.,Sec.2	Gravel	1.80	18'	Contract	7,000.00	7,777.77
Franklin Boro.	Davis Rd.	Gravel	2.75	18'	Contract	8,000.00	8,888.88
Franklin Boro.	Davis Rd.,Sec.2	Gravel	1.25	18'	Contract	5,000.00	5,555.55
Fredon Twp.	Fredon-Springdale Rd.,Sec.3	Gravel	1.50	18'	Contract	6,300.00	7,000.00
Fredon Twp.	Fredon-Springdale Rd.,Sec.4	Gravel	.75	18'	Contract	5,000.00	5,555.55
Green Twp.	Huntsville-Springdale Rd.	Gravel,cacl	1.26	18'	Contract	10,000.00	11,111.11
Green Twp.	Shotwell Rd.,Sec.2	Gravel	.15	18'	FA	1,309.29	1,454.77
Hamburg Boro.	Linwood Av.,Sec.4,Lehigh, Hamilton & Lawrence Sts.	Gravel,cacl	.25	26'	Contract	5,000.00	5,555.56
Hampton Twp.	Myrtle Grove-Lake Kemah, Sec.4, & Mecca Lake Rd.	Gravel	2.40	18'	Contract	6,000.00	6,666.67
Hampton Twp.	Paulinskill Lake W.Shore Rd.	Gravel	1.00	18'	Contract	5,000.00	5,555.56
Hardyston Twp.	Big Spring Rd.,Sec.2	Gravel	3.00	18'	Contract	4,000.00	4,444.44
Lafayette Twp.	Limecrest Rd.	Gravel	.33	18'	Contract	5,000.00	5,555.56
Lafayette Twp.	Sunset Inn-Limecrest Rd., Sec.2	Gravel	1.50	18'	Contract	6,000.00	6,666.67
Lafayette Twp.	Statesville Quarry Rd.	Gravel	1.50	18'	Contract	4,000.00	4,444.44
Montague Twp.	New Rd.,Sec.4	Gravel	1.00	18'	Contract	5,000.00	5,555.55
Montague Twp.	New Rd.,Sec.5	Gravel	1.50	18'	Contract	5,000.00	5,555.55
Sandyston Twp.	Shaytown Cemetery Rd.,Sec.2	Gravel	.50	16'	FA	5,000.00	5,555.56
Sparta Twp.	Limecrest Rd.,Sec.3	Gravel	.37	18'	Contract	4,000.00	4,444.44
Sparta Twp.	Old Stanhope Rd.,Sec.1&2	Gravel	2.46	18'	Contract	12,500.00	13,888.88
Stanhope Boro.	Musconetcong Av.Ext.	Bit.Pen.Mac.	.47	16'	Contract	4,000.00	4,444.44
Stillwater Twp.	Five Points-Middleville Rd.	Gravel	2.00	18'	Contract	6,000.00	6,666.67
Stillwater Twp.	Station Rd.	Gravel	.25	18'	Contract	3,600.00	4,000.00
Sussex Boro.	Lakeshore Drive	Gravel,BST	.30	20'	FA	3,000.00	3,333.33
Vernon Twp.	Highland Lakes-Canisteer Rd.,Sec.2	Gravel	1.00	18'	Contract	8,000.00	8,888.88
Vernon Twp.	Sand Hill Rd.,Sec.2	Gravel	1.90	18'	Contract	6,000.00	6,666.67
Walpack Twp.	River Rd.,Sec.5	Gravel	1.56	18'	Contract	21,473.28	23,859.19
Walpack Twp.	River Rd.,Sec.6	Gravel	4.00	18'	Contract	11,900.00	13,222.22
Wantage Twp.	Mt.Salem-Unionville Rd., Sec.3	Gravel	2.00	20'	Contract	8,000.00	8,888.88
Wantage Twp.	" " " Sec.4	Gravel	2.00	20'	Contract	9,000.00	10,000.00

(continued on Sheet 18)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			SUSSEX COUNTY (continued)				
Wantage Twp.	Quarryville-Wolf Pit Rd.,Sec.2	Gravel	2.80	20'	Contract	$ 9,000.00	$ 10,000.00
			UNION COUNTY				
Fanwood Boro.	King St.	"A" or "T"	.60	20'	Contract	12,500.00	13,888.88
Hillside Twp.	Glenwood Av.	Sheet Asphalt	.37	20'	Contract	13,000.00	14,444.44
Hillside Twp.	N.Union Av.,Sec.2	Reinf.Conc.	.07	20'	Contract	4,500.00	5,000.00
Hillside Twp.	Ramsey Av.	Reinf.Conc.	.32	20'	Contract	13,500.00	15,000.00
Kenilworth & Roselle Park Boros.	Halifax Av.,Sec.2	Sheet Asphalt	.20	20'	Contract	9,000.00	10,000.00
Mountainside Boro.	New Providence Rd.	Bit.Pen.Mac.	.75	20'	Contract	2,500.00	2,777.77
New Providence Boro.	Elkwood Av.	"A" or "T"	1.05	20'	Contract	18,000.00	20,000.00
Roselle Boro.	Raritan Rd.	Sheet Asphalt	.44	20'	Contract	13,000.00	14,444.44
Roselle Park Boro.	Colfax Av.	Reinf.Conc.	.41	20'	Contract	11,000.00	12,222.22
Scotch Plains Twp.	King St.	"A" or "T"	.60	20'	Contract	12,500.00	13,888.88
Scotch Plains Twp.	Westfield Av.,Sec.2	Reinf.Conc.	.53	20'	Contract	14,400.00	16,000.00
Union Twp.	Oakland Av.,Sec.2	Reinf.Conc.	.33	20'	Contract	13,500.00	15,000.00
Union Twp.	Union Av.	Reinf.Conc.	.30	20'	Contract	13,500.00	15,000.00
Union Twp.	Woodland Av.	Reinf.Conc.	.25	20'	Contract	9,450.00	10,500.00
Westfield Town	E.Broad St.,Sec.1&2	"A" or "T"	.79	30'	Contract	23,100.00	25,666.66
Westfield Town	E.Broad St.,Sec.3	"A" or "T"	.39	30'	Contract	11,970.00	13,300.00
			WARREN COUNTY				
Alpha Boro.	Schley Av.	"A" or "T"	.40	20'	Contract	4,500.00	5,000.00
Alpha Boro.	Vulcanite Rd.	"A" or "T"	1.10	20'	Contract	3,000.00	3,333.33
Hackettstown Town	Allamuchy Rd.	"A" or "T"	1.00	20'	Contract	15,000.00	16,666.66
Hackettstown Town	Allamuchy Rd.,Sec.2	Reinf.Conc.	.75	20'	Contract	12,150.00	13,500.00
Hardwick Twp.	Sunset Lake Rd.	Gravel	1.00	20'	Contract	3,600.00	4,000.00
Hardwick Twp.	Sunset Lake Rd.,Sec.2	Gravel,cacl	1.00	20'	Contract	9,000.00	10,000.00
Hope Twp.	Locust Lake Rd.	Gravel	1.80	20'	Contract	18,000.00	20,000.00
Independence Twp.	Russling Rd.	Gravel,BST	1.80	20'	Contract	9,000.00	10,000.00
Knowlton Twp.	Walnut Cor.-Blairstown Line,Sec.1&2	Gravel	3.95	20'	Contract	23,500.00	26,111.11
Mansfield Twp.	Andersontown-Butler Park Rd.	Gravel	1.25	20'	Contract	9,000.00	10,000.00
Phillipsburg Town	Carpentersville Rd. & Kent St.	Bit.Pen.Mac.	.70	20'	Contract	6,750.00	7,500.00

(continued on Sheet 19)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			WARREN COUNTY (continued)				
Washington Twp.	Cemetery Hill-Asbury Rd. & Spur	Gravel,BST	3.60	20'	Contract	$ 13,500.00	$ 15,000.00
White Twp.	Bridgeville-Mt.Lake Rd.	Gravel,cacl	.80	20'	Contract	15,600.00	17,333.33
	Grand Totals:		465.48			$3,175,964.18	$3,528,848.43

Note: For list of Projects Approved from 1944 Funds see separate list.

APPLICATIONS APPROVED FROM 1944 TOWNSHIP AND BOROUGH AID FUNDS

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
		ATLANTIC COUNTY		
Absecon City	Wyoming Av. & Huron Av., Sec.2	.48	Bit.Conc.	$ 6,000.00
Buena Vista Twp.	Vine Rd.	1.80	Gravel	5,400.00
Egg Harbor Twp.	Schoolhouse Rd. & Bevis Mill Rd.	1.61	Gravel, BST	5,400.00
Egg Harbor City	Camp St. (Paving)	1.02	Bit.Conc.	6,300.00
Galloway Twp.	Odessa Av.	3.00	BST	5,400.00
Hamilton Twp.	Jackson Rd., Sec.2	1.33	Gravel	5,000.00
Hammonton Town	Park Av. & Second Rd.	1.00	Gravel	5,000.00
Linwood City	Poplar Av., Sec.3; VanSant Av., Sec.2; & Wabash Av.	.45	Bit.Conc.	6,300.00
Margate City	Brunswick, Franklin, Frontenac, Gladstone, Granville, etc.	1.13	Bit.Conc.	7,200.00
Mullica Twp.	Weymouth Av.	2.00	Gravel	3,200.00
Northfield City	Davis Av.	.50	Bit.Conc.	7,200.00
Pleasantville City	E.Reading, Plaza Place, Walnut, Clementis	.49	Bit.Conc.	7,200.00
Somers Point City	Sunny Av. & Groveland Av.	.52	Gravel, BST	2,700.00
Weymouth Twp.	12th Av. & various streets in Belcoville	.75	Gravel, BST	2,700.00
		BERGEN COUNTY		
Cliffside Park Boro.	Lafayette Av., Sec.2 (Paving)	.15	Bit.Pen.Mac.	5,400.00
Englewood Cliffs Boro.	Pershing Av.	.41	Bit.Pen.Mac.	9,000.00
Fair Lawn Boro.	Berdan Av.	1.25	Bit.Pen.Mac.	20,000.00
Hohokus Twp.	Miller Rd., Sec.3	.25	Bit.Pen.Mac.	5,000.00
Old Tappan Boro.	Washington Av. North (Reynolds Rd.)	.91	Bit.Pen.Mac.	12,600.00
River Vale Twp.	Poplar Rd. (Reynolds Rd.)	.61	Bit.Pen.Mac.	8,100.00
S.Hackensack Twp.	Chestnut St.	.36	Bit.Pen.Mac.	5,800.00
Tenafly Boro.	Hudson St.	.11	Bit.Pen.Mac.	4,600.00
Wyckoff Twp.	Grandview Av., Sec.2	.25	Bit.Pen.Mac.	4,500.00
		BURLINGTON COUNTY		
Chesterfield Twp.	Sykesville-Chesterfield Rd.	.60	Gravel, BST	3,600.00
Delanco Twp.	Walnut & Chestnut Sts.	.34	Bit.Pen.Mac.	3,600.00
Eastampton Twp.	Railroad Av.	1.20	Gravel, BST	3,600.00
Evesham Twp.	Evans Rd.	1.40	Gravel, BST	2,700.00

(continued on Sheet 2)

APPLICATIONS APPROVED FROM 1944 TOWNSHIP AND BOROUGH AID FUNDS (continued, Sheet 2)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
		BURLINGTON COUNTY	(continued)	
Fieldsboro Boro.	Washington St.	.62	Gravel,BST	$ 3,600.00
Florence Twp.	Station Av. & Maple Av.	.57	Gravel,BST	4,500.00
Hainesport Twp.	Deacon Rd.,Sec.2	1.00	Gravel,BST	2,700.00
Hainesport Twp.	Phillips Rd.	1.00	Gravel,BST	3,600.00
Lumberton Twp.	Eayrestown-Kirby's Mill Rd.	.70	Gravel,BST	2,700.00
Mansfield Twp.	Petticoat Bridge Rd.	1.30	Gravel,BST	8,100.00
Medford Twp.	Melrose Station Rd. & Masonville Rd.,Sec.2	1.60	Gravel,BST	3,900.00
Mt.Holly Twp.	Washington St.	.25	Bit.Conc.	9,000.00
Mt.Laurel Twp.	Elbo Lane, Sec.3	.90	Gravel,BST	2,700.00
North Hanover Twp.	Paulson Rd.,Sec.2	1.60	Gravel,BST	1,800.00
Palmyra Boro.	Charles St.	.28	Gravel,BST	1,800.00
Pemberton Twp.	Browns Mills Junction Rd.	1.30	Gravel,BST	3,600.00
Pemberton Twp.	New Lisbon Rd.	.50	Gravel,BST	2,700.00
Shamong Twp.	Smalls-Oak Shade Rd.	1.40	Gravel,BST	3,600.00
Springfield Twp.	Three Tuns Rd.	1.20	Gravel,BST	3,600.00
Westampton Twp.	New Rd.,Sec.3	.40	Gravel,BST	1,800.00
Woodland Twp.	Sooy Place-Hedger House Rd.,Sec.3	2.80	Gravel,BST	1,800.00
		CAMDEN COUNTY		
Delaware Twp.	Murray St.,Sherwood & Mercer Avs.	1.00	Gravel,BST	8,550.00
Delaware Twp.	State St.	.80	Gravel,BST	9,000.00
Haddonfield Boro.	Kings Highway	.45	Bit.Conc.	20,000.00
Laurel Springs Boro.	Summit Av.	.16	Gravel,BST	900.00
Magnolia Boro.	E. Atlantic Av.,Sec.2	.24	Plain Conc.	9,000.00
Merchantville Boro.	Maple Av.,Sec.4	.33	Plain Conc.	9,900.00
Mt.Ephraim Boro.	Center St.	.26	Bit.Pen.Mac.	5,150.00
Pensauken Twp.	Irving Av.	.09	Plain Conc.	3,600.00
Runnemede Boro.	Singley Av.	.20	Gravel,BST	900.00
Waterford Twp.	Third St.	.37	Gravel,BST	2,000.00
Winslow Twp.	Hayes Mill Rd.	.89	Gravel,BST	6,000.00
		CAPE MAY COUNTY		
Avalon Boro.	Second Av.,Sec.2	2.44	Gravel	2,500.00

(continued on Sheet 3)

APPLICATIONS APPROVED FROM 1944 TOWNSHIP AND BOROUGH AID FUNDS (continued, Sheet 3)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
	CAPE MAY COUNTY (continued)			
Cape May City	N.J.,Wilmington,Brooklyn,etc.	1.86	Bit.Conc.	$ 15,000.00
North Wildwood City	12,13,14,15,16,24,Delaware Avs.	.85	Bit.Conc.	15,000.00
Ocean City	3rd,Marine Place,15th,51st, Asbury & 59th Sts.	1.27	Bit.Conc.	17,500.00
Sea Isle City	Central,W.Jersey,40th,39th, 38th Sts.	.64	Bit.Conc.	5,000.00
Stone Harbor Boro.	104th St. & Golden Gate Rd.	.92	Bit.Conc.	4,000.00
Wildwood City	Atlantic Av.,N.J.Av.,N.Y.Av.	2.14	Bit.Conc.	12,000.00
Wildwood Crest Boro.	Atlantic Av.	.57	Gravel,BST	2,000.00
Woodbine Boro.	Adams Av.,Sec.3	.25	Bit.Conc.	2,000.00
	CUMBERLAND COUNTY			
Commercial Twp.	Berry Av.	.30	BST	675.00
Commercial Twp.	Berrytown Rd.	.60	BST	925.00
Commercial Twp.	Italy Road Extension,Secs.2 & 3	.55	BST	900.00
Commercial Twp.	Robbinstown Rd.	.44	BST	675.00
Downe Twp.	Dr. Johnson Rd.	.40	Gravel,BST	3,150.00
Downe Twp.	Gandy Rd.	.40	Gravel,BST	1,980.00
Downe Twp.	Lores Mill Rd.,Garrison Av.,Penna. & Bayview Avs.,Husted Rd.	2.55	BST	5,760.00
Fairfield Twp.	Back Neck School House Rd.	1.00	BST	1,620.00
Fairfield Twp.	Gum Point Rd.	1.50	Gravel	6,750.00
Greenwich Twp.	Miller-Stow Creek Wharf Rd.	.60	BST	1,530.00
Greenwich Twp.	Stock Rd.	1.00	BST	1,620.00
Greenwich Twp.	Wheaten Island Rd.	1.00	BST	1,300.00
Hopewell Twp.	Beals Mill-Seeley Rd.,Sec.2	1.30	BST	3,060.00
Hopewell Twp.	Hope Grange Rd.	.80	BST	1,890.00
Hopewell Twp.	Oak Villa Rd.	.15	BST	450.00
Hopewell Twp.	Perry Rd.	1.10	BST	1,785.00
Landis Twp.	Park Av. & New Pear St.,Sec.2	2.00	Bit.Conc.	9,000.00
Maurice River Twp.	McDonald Av.,Secs.1 & 2	1.75	BST	2,700.00
Maurice River Twp.	Taylor Rd.,Secs.1 & 2	2.32	BST	3,550.00
Stow Creek Twp.	Frank Davis Rd.	.90	Gravel	4,500.00
Stow Creek Twp.	Roadstown-Town Hall Rd.	.90	BST	2,250.00
Stow Creek Twp.	Seventh Day Mill Rd.	1.10	BST	2,880.00
Vineland Boro.	Montrose St.	1.00	Bit.Conc.	8,100.00

(continued on Sheet 4)

APPLICATIONS APPROVED FROM 1944 TOWNSHIP & BOROUGH AID FUNDS (continued, Sheet 4)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
		ESSEX COUNTY		
Belleville Town	Belmont Av.	.48	Bit.Conc.	$ 27,000.00
Glen Ridge Boro.	Ridgewood Av.	2.00	Bit.Conc.	50,000.00
Irvington Town	Brookside Av.	.011	Reinf.Conc.	6,840.00
Irvington Town	Hawthorne Av.	.03	Sheet Asphalt	4,230.00
Irvington Town	Stanley St.	.05	Bit.Conc.	3,110.00
Irvington Town	Union Av.,Sec.2	.63	Bit.Conc.	18,850.00
Maplewood Twp.	Valley St.,Sec.3	.08	Reinf.Conc.	5,000.00
West Caldwell Boro.	Park Av.,Sec.3	.20	Bit.Conc.	5,000.00
West Orange Town	Mountain Av.	.74	Bit.Pen.Mac.	29,970.00
		GLOUCESTER COUNTY		
Clayton Boro.	High St.	.75	Bit.Conc.	7,000.00
Deptford Twp.	Florence,Woodland,Gilbert,Pine, Cunard,Kindle,Summit,Hillside	1.12	Gravel	6,500.00
East Greenwich Twp.	Lodge,Berkeley,Bell,Lewis,etc.	1.70	Gravel,BST	4,130.00
Elk Twp.	Harrisonville-Ferrell Rd.,Sec.2	.50	Gravel,BST	1,800.00
Elk Twp.	Stanger Av.	1.20	Gravel,BST	1,700.00
Franklin Twp.	Brewster Rd.	2.50	Gravel,BST	6,000.00
Glassboro Boro.	Princeton,Columbia,Penna.Rd.,etc.	2.00	Gravel,BST	7,500.00
Greenwich Twp.	Washington,Railroad & various Sts.	2.41	Gravel,BST	3,500.00
Harrison Twp.	Bishop Rd.	1.80	Gravel,BST	3,700.00
Mantua Twp.	Various sts. in Sewell & Mantua	1.20	Gravel,BST	4,000.00
Logan Twp.	Township Line Rd.	1.10	Gravel,BST	4,000.00
Monroe Twp.	Jackson Rd.	5.00	Gravel,BST	4,000.00
National Park Boro.	Girard Av. & 5th St.	1.00	Gravel	2,570.00
Newfield Boro.	Church,Rena,Helena,Pearl,Arch & Hazel	3.00	Gravel,BST	2,000.00
Paulsboro Boro.	Fifth St.	.42	Plain Conc.	5,000.00
Pitman Boro.	Longmere,Snyder & various Sts.	1.05	Bit.Conc.	7,500.00
S. Harrison Twp.	Harrisonville-Ferrell Rd.,Secs.2&3	2.00	Gravel,BST	2,800.00
Swedesboro Boro.	Merkling St. & South Av.	1.00	Gravel	3,500.00
Washington Twp.	Downer Rd.,Sec.2	3.00	Gravel	4,000.00
Wenonah Boro.	Poplar St. & S. Marion Av.	.29	Drainage	3,500.00
West Deptford Twp.	Asbury,E.Columbia,Philadelphia, Walnut Avs.	1.20	Gravel	3,800.00

(continued on Sheet 5)

APPLICATIONS APPROVED FROM 1944 TOWNSHIP & BOROUGH AID FUNDS

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
		GLOUCESTER COUNTY (continued)		
Westville Boro.	(Streets to be determined)	-	Gravel,BST	$ 7,500.00
Woodbury City	W.Centre & E.Red Bank Avs.	1.07	Bit.Conc.	7,500.00
Woodbury Heights Boro.	Lincoln & Spruce Avs.	.47	Gravel	2,500.00
Woolwich Twp.	Kelley Rd.,Sec.3	.35	Gravel,BST	1,260.00
Woolwich Twp.	Pedricktown-Harrisonville,Sec.4	2.00	Gravel,BST	2,740.00
		HUDSON COUNTY		
East Newark Boro.	John St.	.22	Plain Conc.	20,000.00
North Bergen Twp.	Granton Av.	.53	Plain Conc.	18,000.00
West New York Town	Park Av.,Sec.3	.42	Plain Conc.	10,000.00
Kearny Town	Pennsylvania Av.	.35	Bit.Conc.	38,000.00
Guttenberg Town	Park Av.	.20	Plain Conc.	30,000.00
Weehawken Twp.	Baldwin Av.	.09	Plain Conc.	9,000.00
		HUNTERDON COUNTY		
Alexandria Twp.	Neilson's Cor.-Mechlin's Cor. Rd.,Sec.3	2.40	Bit.Pen.Mac.	5,000.00
Bethlehem Twp.	Pattenburg-Norton Rd.,Sec.2	.85	Bit.Pen.Mac.	6,500.00
Bloomsbury Boro.	Valley,Gardner,High Sts.	1.23	Bit.Conc.	2,000.00
Clinton Twp.	Clinton-Hamden Rd.	1.10	Bit.Pen.Mac.	3,750.00
Clinton Twp.	Stanton Station-Hamden Rd.	.30	Bit.Pen.Mac.	4,500.00
Delaware Twp.	Ringoes-Croton Rd.,Sec.6	3.00	Bit.Pen.Mac.	5,000.00
East Amwell Twp.	VanLiew's Corner-Hopewell Rd.	2.10	Bit.Pen.Mac.	5,000.00
Frenchtown Boro.	Barbertown Rd.	.40	Bit.Conc.	2,250.00
Holland Twp.	Spring Mills-Holland Church,Sec.5	.95	Bit.Pen.Mac.	4,000.00
Lebanon Twp.	Califon-Changewater Rd.	6.00	Bit.Pen.Mac.	8,500.00
Lambertville City	Lambert,Delevan & Wilson Sts.	.44	Bit.Conc.	6,000.00
Readington Twp.	Pleasant Run-Centerville,Sec.2	3.20	Bit.Conc.	6,500.00
Tewksbury Twp.	Cokesbury-Califon Rd.,Sec.2	1.00	Bit.Pen.Mac.	3,500.00
Union Twp.	Clinton-Tunison's Cor.,Sec.4	1.60	Bit.Pen.Mac.	7,500.00
West Amwell Twp.	Harbourton Rd.	1.10	Bit.Conc.	5,000.00
		MERCER COUNTY		
Ewing Twp.	Federal City Rd.	.90	Bit.Pen.Mac.	9,000.00
Hamilton Twp.	Bear Swamp Rd.,Sec.2	.91	Bit.Pen.Mac.	14,700.00
Hopewell Twp.	Moore's Sta.-Ackor's Cor.,Sec.7	.30	Bit.Pen.Mac.	9,000.00

(continued on Sheet 6)

APPLICATIONS APPROVED FROM 1944 TOWNSHIP & BOROUGH AID FUNDS (continued, Sheet 6)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
		MERCER COUNTY (continued)		
Hopewell Boro.	Seminary Av.	.14	Bit.Conc.	$ 4,500.00
Lawrence Twp.	Princeton Turnpike, Sec.5	.50	Bit.Pen.Mac.	9,900.00
Pennington Boro.	Eglantine Av.	.32	Bit.Conc.	3,600.00
Princeton Boro.	Hamilton Av.Ext.,Harold Av., Murray Place & Olden Av.	.70	Bit.Conc.	3,600.00
Princeton Twp.	Princeton Pike, Sec.4	.74	Bit.Pen.Mac.	4,500.00
Princeton Twp.	Witherspoon St. & Cherry Hill Rd.	.36	Drainage	4,500.00
Washington Twp.	Robbinsville-Sharon Rd., Sec.8A	.66	Bit.Pen.Mac.	4,500.00
West Windsor Twp.	Alexander Rd.,Sec.3	.67	Bit.Pen.Mac.	7,200.00
		MIDDLESEX COUNTY		
Carteret Boro.	Hudson St. & Chrome Av.	.36	Reinf.Conc. or Plain Conc.	16,000.00
Cranbury Twp.	Cranbury Station Rd.	1.00	Gravel,BST	9,000.00
Cranbury Twp.	Wyckoff's Mills Rd.,Sec.2	1.00	Drainage & BST	2,700.00
Dunellen Boro.	Madison Av.	.60	Reinf.Conc.	11,700.00
East Brunswick Twp.	Dutch Rd.,Sec.4	.40	"A" or "T"	9,000.00
Piscataway Twp.	South Randolphville Rd.	1.20	"A" or "T"	7,000.00
South Brunswick Twp.	Cottageville-Fresh Ponds Rd.,Sec.7	.80	"A" or "T"	12,600.00
South Plainfield Boro.	Firth St.	.25	"A" or "T"	7,000.00
		MONMOUTH COUNTY		
Atlantic Highlands Boro.	Av.D & Bay Av.,Sec.2	1.00	"A" or "T"	2,000.00
Atlantic Twp.	Jerseyville Rd. & Montrose Rd.	3.35	BST	3,000.00
Avon-by-the-Sea Boro.	1,2,3 & East End Avs.	1.29	BST	1,800.00
Belmar Boro.	River Rd. & 16th Av.	1.21	"A" or "T"	3,300.00
Fair Haven Boro.	Buena Vista Av.(Paving)	.72	Gravel,BST	2,250.00
Freehold Twp.	W.Freehold-Georgia School House Rd.,Sec.4	2.40	Gravel,BST	3,500.00
Howell Twp.	Old Tavern Rd. & Triple Bridge Rd.	5.00	BST	4,000.00
Keyport Boro.	Main St.	.85	Bit.Conc.	2,700.00
Manalapan Twp.	Craig Rd.,Sec.2, & Carr's Cor.-Manalapan Rd.	1.92	BST	3,100.00
Manasquan Boro.	Euclid Av.,Sec.2, & Perrin Blvd.	.70	Gravel	3,600.00
Matawan Twp.	Church St.	1.10	Gravel,BST	3,150.00

(continued on Sheet 7)

APPLICATIONS APPROVED FROM 1944 TOWNSHIP & BOROUGH AID FUNDS (continued, Sheet 7)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
		MONMOUTH COUNTY (continued)		
Middletown Twp.	Everett Rd.	2.50	Gravel	$ 4,400.00
Millstone Twp.	Assunpink Creek-Mercer Co. Line, Clarksburg-Red Valley, Ely's Cor.-Eiler's Cor. & Carr's Cor.-Manalapan Rds.	3.54	BST	3,900.00
Neptune City Boro.	Merritt Av., Bell Place, etc.	.67	Gravel, BST	2,700.00
Neptune Twp.	Springwood Av.	.95	"A" or "T"	4,400.00
Ocean Twp.	Poplar Av. & Cold Indian Springs Rd.	1.52	BST	4,500.00
Oceanport Boro.	Myrtle Av., Sec.1	.60	BST	2,250.00
Spring Lake Boro.	Pitney, St.Clair, 4th Avs.	2.11	Gravel, BST	2,700.00
Raritan Twp.	Beers St.	1.00	Gravel, BST	2,250.00
Rumson Boro.	Buena Vista Av. (Paving)	.72	Gravel, BST	2,250.00
Sea Girt Boro.	Philadelphia, Chicago & Baltimore Blvds.	.61	Gravel, BST	2,000.00
Shrewsbury Twp.	Riverdale Av.	1.50	Gravel, BST	3,600.00
Upper Freehold Twp.	Polhemustown-New Egypt Rd.	1.70	Gravel, BST	3,600.00
Wall Twp.	Lakewood Rd. & Bailey's Cor.-Glendola Rd.	3.65	Gravel, BST	4,050.00
		MORRIS COUNTY		
Boonton Twp.	Meriden Rd.	1.00	Bit.Pen.Mac.	9,000.00
Chester Twp.	South Rd., Sec.2	.29	"A" or "T"	9,000.00
Denville Twp.	Franklin Av., Sec.2	.65	"A" or "T"	9,000.00
Harding Twp.	Basking Ridge-New Vernon Rd., Sec.5	1.00	"A" or "T"	10,200.00
Mine Hill Twp.	Randall Av.	1.00	Bit.Pen.Mac.	9,000.00
Morris Twp.	Western Av., Sec.3	.42	"A" or "T"	3,600.00
Passaic Twp.	Long Hill Rd., Sec.4	.87	"A" or "T"	12,600.00
Riverdale Boro.	Matthews Rd., Sec.2	.50	Bit.Pen.Mac.	9,000.00
Washington Twp.	Bartley-Drakestown Rd.	1.10	Bit.Pen.Mac.	3,600.00
		OCEAN COUNTY		
Barnegat City Boro.	Twelfth St.	.21	Gravel	2,160.00
Beach Haven Boro.	(Street to be determined later)	-	-	3,000.00
Beachwood Boro.	Capstan Av.	.80	Gravel	2,000.00

(continued on Sheet 8)

APPLICATIONS APPROVED FROM 1944 TOWNSHIP & BOROUGH AID FUNDS (continued, Sheet 8)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
OCEAN COUNTY (continued)				
Beachwood Boro.	Pennant, Neptune, Mermaid, & Longboat Avs.	1.10	Gravel	$ 2,700.00
Brick Twp.	Pine St. & Haven Cove Rd., Sec.1	.75	Gravel	4,500.00
Dover Twp.	Riverside Dr., Magnolia, Hickory St.	1.11	Gravel	4,500.00
Eagleswood Twp.	Cemetery Lane	.085	Gravel	675.00
Harvey Cedars Boro.	W.Central & Salem Avs.	.20	Gravel	1,800.00
Jackson Twp.	Frank Applegate Rd., Sec.2	1.30	Gravel	4,500.00
Lacey Twp.	Lanoka-Lacey Rd. Cut-off, Sec.4	1.50	Gravel	2,700.00
Lakewood Twp.	South Lake Drive, Sec.2	1.55	Gravel, BST	5,400.00
Long Beach Twp.	Various streets	6.51	BST	2,700.00
Manchester Twp.	Cedar Bridge-Whiting Rd.	3.00	Gravel	10,000.00
Ocean Twp.	Waretown-Wells Mills Rd.	4.30	Gravel	7,265.00
Plumsted Twp.	Big Woods (Archertown Road)	1.75	Gravel	4,500.00
Point Pleasant Boro.	Pine Bluff Av., Davis, Morris	.80	Gravel	2,700.00
Point Pleasant Bèach Boro.	New York Av.	.34	Gravel, BST	2,700.00
Seaside Heights Boro.	W.Central & Carteret Avs.	.33	Gravel	2,700.00
Ship Bottom-Beach Arlington Boro.	Fifth St., Sec.3	.13	Gravel	1,800.00
Surf City Boro.	23rd St. & Barnegat Av., Sec.1	.34	Gravel	2,700.00
Union Twp.	Cedar Bridge-Whiting Rd.	2.00	Gravel	4,000.00
PASSAIC COUNTY				
Bloomingdale Boro.	Oak St. & Reeve Av.	.34	"A" or "T"	6,000.00
Hawthorne Boro.	Fairview Av.	.24	"A" or "T"	8,000.00
Little Falls Twp.	Crane St.	.17	Bit.Pen.Mac.	6,000.00
Little Falls Twp.	3rd, Grove, Wood, Dewey, Bradford	.27	Bit.Pen.Mac.	4,000.00
North Haledon Boro.	Linda Vista Av., Sec.2	.42	Bit.Pen.Mac.	6,000.00
Ringwood Boro.	Snake Den Rd. & Dale Rd.	1.00	Bit.Pen.Mac.	8,500.00
Totowa Boro.	Dunkerly St.	.15	Bit.Pen.Mac.	2,970.00
Totowa Boro.	Wilson Av.	.18	Bit.Pen.Mac.	3,030.00
Wanaque Boro.	Greenwood Av., Sec.2	.50	Bit.Pen.Mac.	5,000.00
Wayne Twp.	Hinchman's Lane, Sec.1	.64	Bit.Pen.Mac.	6,500.00
West Milford Twp.	West Brook Rd., Sec.4	.66	Bit.Pen.Mac.	8,000.00
West Milford Twp.	Morestown Rd.	.66	Bit.Pen.Mac.	6,000.00
West Paterson Boro.	Pompton Av.	.20	"A" or "T"	5,000.00

APPLICATIONS APPROVED FROM 1944 TOWNSHIP & BOROUGH AID FUNDS (continued, Sheet 9)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
		SALEM COUNTY		
Alloway Twp.	Ernest Garton Rd., Sec.2	1.90	Gravel,BST	$ 4,500.00
Elsinboro Twp.	Acton Farm Rd.	1.00	Gravel,BST	5,000.00
Lower Alloways Creek Twp.	Maple Av.,New St.,2nd St.	.60	Gravel,BST	4,000.00
Lower Penns Neck Twp.	Mahoney Rd.	.75	Gravel,BST	2,300.00
Lower Penns Neck Twp.	Union St. & Jaquette St.	.50	Gravel,BST	3,600.00
Mannington Twp.	Fenwick Rd.	.90	Gravel,BST	4,500.00
Penns Grove Boro.	N.Smith Av.,Secs.1 & 2, and E.Harmony St.,Secs.1 & 2(Paving)	.35	Bit.Conc.	8,000.00
Pilesgrove Twp.	Jill Rd.	.90	Gravel,BST	3,000.00
Pittsgrove Twp.	Harris-Langley Rd.	1.04	Gravel,BST	5,400.00
Quinton Twp.	Burden Hill Rd.	3.10	Gravel,BST	6,000.00
Quinton Twp.	Cool Run Rd.	.25	Gravel,BST	1,800.00
Salem City	Olive,Gibbon,Eakin Sts.	.75	Gravel,BST	5,000.00
Upper Penns Neck Twp.	Orchard Rd. & Cedar Crest Av.	.50	Gravel,BST	3,600.00
Upper Penns Neck Twp.	Ordmont Av. & East End Av.	.60	Gravel,BST	3,600.00
Upper Pittsgrove Twp.	Fitch Horn Rd.	.80	Gravel,BST	3,000.00
Upper Pittsgrove Twp.	Sawmill Rd.	.83	Gravel,BST	4,500.00
Woodstown Boro.	Bowen Av.	.18	Bit.Conc.	4,500.00
		SOMERSET COUNTY		
Bedminster Twp.	Pluckemin-Burnt Mills Rd.,Sec.5	.70	"A" or "T"	16,000.00
Bernards Twp.	Martinsville-Liberty Cor.,Sec.6	.48	"A" or "T"	7,200.00
Bound Brook Boro.	W.High St. & Thompson Av.	.43	Reinf.Conc.	9,000.00
Bridgewater Twp.	W.High St., Sec.2	.35	"A" or "T"	8,100.00
Bridgewater Twp.	N.Bridge St., Sec.3	.40	"A" or "T"	1,530.00
Franklin Twp.	Cedar Grove Lane, Sec.4	.75	"A" or "T"	7,200.00
Hillsborough Twp.	New Center School House Rd.,Sec.6	1.00	"A" or "T"	7,200.00
Montgomery Twp.	Hollow Rd., Sec.4	1.50	"A" or "T"	7,970.00
Watchung Boro.	Hillcrest Rd.	.76	"A" or "T"	10,800.00
		SUSSEX COUNTY		
Branchville Boro.	Mattison Av.	.75	Gravel,BST	4,000.00
Fredon Twp.	Anderson Hill Rd.	1.00	Gravel	4,000.00
Fredon Twp.	Old Swartswood Rd.	.50	Gravel	2,000.00
Green Twp.	Shotwell Rd., Sec.3	1.30	Gravel	4,000.00

(continued on Sheet 10)

APPLICATIONS APPROVED FROM 1944 TOWNSHIP & BOROUGH AID FUNDS (continued, Sheet 10)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
		SUSSEX COUNTY (continued)		
Hampton Twp.	Myrtle Grove-Lake Kemah, Sec.5, & Mecca Lake Rd.	2.00	Gravel	$ 6,000.00
Hampton Twp.	Old Swartswood Rd.	.60	Gravel	2,000.00
Hardyston Twp.	Big Spring Rd., Sec.3	1.00	Gravel	4,000.00
Lafayette Twp.	Ice Plant Rd.	.25	Gravel	1,500.00
Lafayette Twp.	Sunset Inn-Limecrest Rd.,Sec. 3	1.50	Gravel	5,000.00
Sparta Twp.	White Lake Rd.	1.50	Gravel	6,000.00
Stanhope Boro.	Bell St. & Bedford Av.	.20	Bit.Pen.Mac.	3,000.00
Stillwater Twp.	Five Points-Middleville,Sec. 2	1.50	Gravel	5,500.00
Sussex Boro.	Liberty,Munson,Walnut,4th Sts.	.50	Bit.Pen.Mac.	4,000.00
Vernon Twp.	Owens Station Rd.	2.00	Gravel	10,000.00
Walpack Twp.	River Rd.,Sec. 7	2.00	Gravel	6,000.00
Wantage Twp.	Mt.Salem-Unionville,Sec.4	2.00	Gravel	4,000.00
Wantage Twp.	Quarryville-Wolf Pit,Sec.3	2.00	Gravel	4,000.00
		UNION COUNTY		
Kenilworth Boro.	North 8th St.	.28	Reinf.Conc.	15,300.00
Roselle Park Boro.	Colonia Rd.	.15	Reinf.Conc.	7,200.00
Union Twp.	Union Av.,Sec. 2	.44	Reinf.Conc.	22,500.00
Westfield Town	Woodland Av.	.66	"A" or "T"	23,400.00
		WARREN COUNTY		
Alpha Boro.	Lee & Sigsbee Avs.	.40	"A" or "T"	4,500.00
Frelinghuysen Twp.	Johnsonburg-Kerr's Cor.- State Route 8	3.50	Gravel, cacl	14,250.00
Hackettstown Town	Allamuchy Rd.,Sec. 3	.75	Reinf.Conc.	9,000.00
Hardwick Twp.	Sunset Lake Rd.,Sec. 3	1.70	Gravel, cacl	9,000.00
Knowlton Twp.	Walnut Corner to Centerville Rd.	2.10	Gravel	9,000.00
Mansfield Twp.	Andersontown-Butler Park Rd.	1.25	Gravel	5,400.00
Pahaquarry Twp.	Millbrook-Blairstown Rd.	1.50	Gravel, cacl	14,850.00
Washington Twp.	Cemetery Hill-Asbury Rd. & Spur	3.60	Gravel,BST	9,000.00

TOWNSHIP & BOROUGH AID MAINTENANCE 1943

County	Total Amount of Schedule	State's Share from 1943 Funds	State's Share from previous years funds	Total State's Share Obligated
Atlantic	$ 31,077.77	$ 25,000.00	$ 2,970.00	$ 27,970.00
Bergen	27,777.77	25,000.00	-	25,000.00
Burlington	43,400.74	25,000.00	14,060.67	39,060.67
Camden	53,740.35	25,000.00	23,366.32	48,366.32
Cape May	27,777.78	25,000.00	-	25,000.00
Cumberland	73,637.52	25,000.00	41,273.77	66,273.77
*Essex	-	-	-	-
Gloucester	40,235.00	25,000.00	11,211.50	36,211.50
#Hudson	-	-	-	-
Hunterdon	35,569.34	25,000.00	7,012.41	32,012.41
Mercer	44,676.28	25,000.00	15,208.65	40,208.65
Middlesex	64,143.80	25,000.00	32,729.43	57,729.43
Monmouth	37,366.81	25,000.00	8,630.13	33,630.13
Morris	38,177.77	25,000.00	9,360.00	34,360.00
Ocean	27,777.77	25,000.00	-	25,000.00
Passaic	42,369.33	25,000.00	13,132.40	38,132.40
Salem	52,962.50	25,000.00	22,666.25	47,666.25
Somerset	38,836.00	25,000.00	9,952.40	34,952.40
Sussex	42,115.01	25,000.00	12,903.51	37,903.51
Union	16,000.00	14,400.00	-	14,400.00
Warren	27,371.13	24,634.02	-	24,634.02
Totals	$765,012.67	$464,034.02	$224,477.44	$688,511.46

*Funds cancelled and re-allotted to Main Street, Section 2, Belleville, in accordance with Chapter 380, P.L. 1939.

#Funds cancelled and re-allotted to Granton Avenue, North Bergen Township, in accordance with Chapter 380, P.L. 1939.

County	Number of Applications	Mileage	Estimated Cost	State's Share Requested	Dirt Road Fund Requested	State's Share Available
Atlantic	15	16.43	$ 142,699.33	$ 128,429.40	$ 50,000.00	$ 125,000.00
Bergen	47	18.14	657,723.33	591,951.00	50,000.00	125,000.00
Burlington	38	50.76	293,338.41	264,004.57	50,000.00	125,000.00
Camden	24	10.09	238,786.64	214,907.98	50,000.00	125,000.00
Cape May	9	12.55	148,500.93	133,650.84	50,000.00	125,000.00
Cumberland	23	23.66	132,950.00	119,655.00	50,000.00	125,000.00
Essex	12	6.35	251,276.00	226,148.40	-	125,000.00
Gloucester	30	46.73	297,987.66	268,188.91	-	125,000.00
Hudson	31	9.70	863,888.89	777,500.00	-	125,000.00
Hunterdon	16	27.17	503,388.89	453,050.00	50,000.00	125,000.00
Mercer	11	6.21	158,361.11	142,525.00	50,000.00	125,000.00
Middlesex	11	8.61	140,242.22	126,218.00	50,000.00	125,000.00
Monmouth	35	49.45	269,194.44	242,275.00	50,000.00	125,000.00
Morris	24	17.90	366,541.78	329,887.60	50,000.00	125,000.00
Ocean	26	32.06	194,434.89	174,991.40	50,000.00	125,000.00
Passaic	28	7.65	250,143.78	225,129.40	50,000.00	125,000.00
Salem	20	18.08	127,444.44	114,700.00	50,000.00	125,000.00
Somerset	15	10.08	269,255.55	242,330.00	50,000.00	125,000.00
Sussex	23	27.70	215,555.55	194,000.00	50,000.00	125,000.00
Union	7	2.95	164,000.00	147,600.00	50,000.00	125,000.00
Warren	11	20.05	191,000.00	171,900.00	50,000.00	125,000.00
Totals	456	422.32	$5,876,713.86	$5,289,042.50	$900,000.00	$2,625,000.00

RECAPITULATION

MOTOR VEHICLE AID PLANS APPROVED, CONTRACTS AWARDED OR PRICE AGREEMENTS APPROVED
JANUARY 1, 1943 to DECEMBER 31, 1943

Type	Mileage	State's Allotment	Contract Amount, Final Cost or Estimated Cost
Bridges	-	$ 25,000.00	$ 29,948.00
Sheet Asphalt	.57	48,927.01	46,508.81
FA-BC	2.08	38,858.08	38,858.08
Grand Totals	2.65	$112,785.09	$115,314.89

TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1, 1943 to DECEMBER 31, 1943

Type	Mileage	State's Share of Construction	State's Share of Engineering	Final Cost of Construction	Total Cost of Project
Gravel	8.64	$ 51,018.77	$ 1,460.74	$ 58,553.36	$ 60,176.40
Gravel, BST	3.82	10,747.75	552.25	13,126.86	13,996.86
Gravel, cacl	34.89	158,846.13	5,988.46	179,997.55	186,658.16
Plain Concrete	.64	57,989.60	4,296.67	66,704.33	71,887.01
Bituminous Concrete	2.14	125,264.05	190.89	174,943.78	175,155.88
Type "A" or "T"	9.44	126,314.94	800.10	145,205.10	146,291.10
Bituminous Penetration Macadam	1.81	43,867.10	450.00	52,257.74	53,307.74
Grading and Drainage	.36	7,652.71	-	8,640.44	8,640.44
Foundation	.26	4,145.18	235.80	4,605.75	4,867.75
Grand Totals	62.00	$585,846.23	$13,974.91	$704,034.91	$720,981.34

RECAPITULATION (Sheet 2)

TOWNSHIP & BOROUGH AID ROADS UNDER CONSTRUCTION DECEMBER 31, 1943

Type	Mileage	State's Share	State and Municipal Share
Gravel	2.45	$ 16,500.00	$ 18,333.33
Gravel, cacl	2.14	12,660.00	14,066.66
Bituminous Penetration Macadam	.95	28,050.00	31,166.66
Type "A" or "T"	-	13,140.00	14,600.00
Grand Totals	5.54	$ 70,350.00	$ 78,166.65

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1943

Type	Mileage	State's Share	State and Municipal Share
Gravel	147.83	$563,580.51	$626,200.38
Gravel, BST	112.14	384,539.06	427,265.75
Gravel, cacl	26.20	139,803.95	155,337.66
Bituminous Surface Treatment	22.09	29,360.00	32,622.21
Type "A" or "T"	55.47	629,367.93	699,297.46
Bituminous Concrete	31.36	364,135.12	404,594.50
Bituminous Penetration Macadam	56.89	592,865.74	658,739.56
Sheet Asphalt	2.45	75,900.00	84,333.31
Reinforced Concrete	4.60	140,988.21	156,653.55
Plain Concrete	2.64	223,445.00	248,272.22
Tar Soil Stabilization	1.55	11,700.00	13,000.00
Grading and Drainage	2.26	20,278.66	22,531.83
Grand Totals	465.48	$3,175,964.18	$3,528,848.43

ANNUAL REPORT

OF THE

MAINTENANCE DIVISION

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1943

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

ANNUAL REPORT OF SUPERINTENDENT OF MAINTENANCE FOR FISCAL YEAR FROM JANUARY 1, 1943 TO DECEMBER 31, 1943

I beg to submit herewith the Annual Report of the Maintenance Division for the fiscal year 1943. Following the procedure which has been adopted for a number of years, I shall present a considerable portion of the report in tables, which set forth certain pertinent information in connection with the work of the Division. These tables correspond to the tables used in previous years and, therefore, permit of direct comparisons with tables in previous years' reports.

Table No. 1 indicates that there has been an increase of approximately seventeen miles in the mileage under maintenance at the end of the year. It also indicates that the mileage under construction has decreased approximately twenty-two miles. The total mileage of the State Highway System, however, shows a decrease of approximately four miles. This decrease is accounted for by the fact that there were a number of cases where both the new and old alignment were under maintenance during the previous year and a number of stretches of old alignment have been abandoned during the year. In addition, in accordance with an agreement, a section of State Highway Route #6 (1917), through Brooklawn and Gloucester, was turned back to the County of Camden. Your attention is drawn in particular to a very large increase in the mileage of institutional roads and approaches. The mileage shown in this table has been used for the reason that this represents the actual mileage on which we have been requested to perform work; a large portion of the increase being involved in Forest and Park roads under the Department of Conservation and Development. This

mileage is included in spite of the fact that there is a very definite question in my mind as to the propriety of maintaining all of the mileage on which the Department has been asked to do work by the Department of Conservation and Development. Unquestionably, a large portion of this mileage is actually township road, on which there are definite filed returns, and another portion of the mileage consists of roads which have been used by the public for a considerable period of time but on which there do not appear to be any actual records. It is my intention to submit a separate report on this matter with a recommendation for a determination of the status of these two types of highway with respect to maintenance with institutional road funds. The effect of the war is again indicated in the matter of permits issued, where there has again been a sharp reduction in the number of all classes of permits issued.

Table No. 2 shows a schedule of mileages under maintenance as of December 31, 1943. So far as the State Highway System itself is concerned, there are no startling differences. There is a small increase in the mileage of concrete pavements under maintenance and a somewhat larger increase in miscellaneous pavements or new right of way under maintenance, with a total increase of approximately seventeen miles. There is, however, a very material increase in the mileage of interior institutional roads, with the result, as indicated in Table No. 1, that there is a material increase in the mileage of institutional roads and approaches.

Table No. 3, showing the major operations carried out during the year, is principally notable for a sharp reduction in many of the items. Due to the inavailability of materials and a reduction in forces, our major operations on the State Highways were materially curtailed, with the results indicated, and the work was practically entirely confined to what might be termed routine maintenance operations.

The Division was called upon by the Federal authorities for a very material contribution to the prosecution of the war. Three fair sized access road projects were undertaken and completed by the Division; one on the Approach to Camp Kilmer, the second on the Approach to the Motor Reception Park at Carteret, and the third an Access Road to the Coast Guard Stations along Island Beach, south of Seaside Heights. In addition, we were called upon to do a large amount of mud-jacking work for various Army, Navy and defense organizations. The State Highway Department is the only organization in the State which is equipped to perform this latter type of work. The materials used in this mud-jacking work are not included in our tables, as the materials were furnished by the organizations for whom the work was performed. Neither are the quantities of work performed included within the operations shown in the table. The quantity of work done amounted to slightly in excess of 43,000 square yards.

Table No. 4 shows the materials used during the year. This table, as is the case with the previous table, indicates a variation in the type of work performed. It will be noted that there was materially more crushed stone used than in the previous year, but the greater portion of this material was, however, used on access road projects performed for the Federal Government. Certain other items, such as road gravel, liquid bitumens and plant mixed materials, show a material increase for the same reason. The bituminous situation was, however, rather better and more bitumens were used on our regular maintenance operations than was the case in the previous year.

Table No. 5, which is an analysis of maintenance costs by route and type of pavement, shows that the average total cost per mile for the year dropped from $1,060.10 to $934.71. The principal reduction was in the classifications of M-3 and E-7, ordinary and extraordinary work on drains, ditches, unpaved shoulders and right of way. This reflects not what might be truly called a saving but merely a reduction in expenditure by reason of a reduction in the amount of work performed. It was necessary, by reason of a shortage of personnel, to materially curtail our operations. It will be noted, however, that the total cost and the average cost per mile for the maintenance of the main pavement show a very material increase, which is particularly notable in the case of concrete pavements. During the year 1943 we had an unusually large amount of pavement failures by reason of expansion during extremely high temperatures. These occurrences became so frequent that the matter was called to the attention of the Survey and Plans Division for investigation, with the end in view of determining the cause of such occurrences, and, if possible, elimination in future work.

ORGANIZATION

The form of organization underwent no material changes during the year. We continued to lose men to the armed services and to outside employment. The overall reduction in personnel was not large, by reason of the fact that in certain areas we were able to make replacements and pick up a few additional men, which tended to counterbalance net losses in other sections. Particularly in the highly industrialized sections, the situation by the end of the year approached a critical stage, as some of our gangs were so sharply reduced as to make the carrying out of even the most essential activities extremely difficult.

BRIDGES

In our previous report attention was drawn to provisions made for taking care of possible damage to bridges by sabotage or enemy action. Fortunately, to date, no such damage has occurred. As the year progressed the demands of the military authorities with respect to the guarding of these structures gradually decreased. The most troublesome situation with respect to bridges occurred at the Lovelandtown Bridge over the Inland Waterway, near Point Pleasant, where, due to progressive erosion and a heavy storm, conditions reached a point where extraordinary steps were necessary to correct the conditions. It was necessary to take the bridge out of service the latter part of October and proceed with the necessary repairs.

SNOW REMOVAL

There was considerable emphasis placed on the necessity for thorough provisions for snow removal and ice control by the military authorities for the 1942-1943 season. Late in the Summer of 1943, however, the activities of the military authorities increased materially and even greater stress was laid on the importance of snow removal and ice control operations. The program, as set up, called for snow removal on 1,653.792 miles, which was a small increase over the previous season. Considerable difficulty was experienced in organizing the program, even though a very much earlier than usual start was made on the matter. Several meetings were held for the purpose of endeavoring to work out means for expediting traffic during snow storms by the elimination of parking and other factors which tended to delay such operations. As a result, there was finally arranged a cooperative setup with the Civilian Defense authorities. There were also arrangements made whereby volunteer personnel would be obtained through the Civilian Defense organization.

An analysis of costs over the past four years, during which period snow removal and ice control costs have been segregated, shows that ice control represents approximately fifty per cent of the total cost of the whole operation. The actual proportion is, however, of course, dependent upon weather conditions, which are indeterminate. The analysis further indicates that there is a very definite backlog of expenditure which it is necessary to make, even though there be no ice or snow throughout the whole season. This expenditure covers the erection and removal of snow fence, the mounting and dismounting of plowing equipment, rentals on the storage of equipment at strategic points selected for this purpose, the sending out of the equipment to these storage points and the return of the equipment to Fernwood. I feel it is proper at this time to call attention to the fact that all employees of the Department assigned to these operations have, as a whole, responded in a loyal and commendable manner to the demands of this type of work. Snow removal and ice control work both involve working under highly unpleasant conditions, and the work is hard and requires long hours at the height of a storm. Without the loyalty of our forces, the results so far obtained could not have been realized.

SIGNS AND MARKINGS

The situation with respect to signs and markings remained practically the same as during the previous year. Where completely new installations of signs have had to be made, it has been necessary to use other than permanent materials. The restricted operations in connection with traffic lines have been continued in accordance with the amendments passed by the Legislature during the previous year. The cost for the year 1943 was slightly higher than the previous year but it is still under One Cent per foot per year.

LANDSCAPING

The landscaping operations for the year 1943 were entirely confined to a maintenance basis. The forces engaged in this work were very sharply reduced in number, with the result that the appearance of landscaped areas was not always all that could be desired. It is felt, however, that the work performed was sufficient in amount to conserve the investment already made.

ENCROACHMENTS

In keeping with a program inaugurated by Commissioner Miller, the Division was actively engaged in the abatement of encroachments on highway rights of way. The survey ordered by Commissioner Miller indicated a total of some 7,438 encroachments, consisting of signs of various types, gasoline pumps, fences, hedges, buildings and other miscellaneous structures. After having determined the encroachments existing and in accordance with a procedure determined by the Continuation Committee, which was set up to aid the Department in the matter, a form letter was prepared and forwarded to those maintaining encroachments. This preliminary letter had been forwarded to all concerned prior to the end of the year. In the meantime, a second form letter had been prepared as a follow up where there had been no response to the first letter. One of the most encouraging results of the whole campaign was the nearly universal favorable response to the campaign. The large gasoline distributors, in particular, were wholeheartedly cooperative. It is true that the actual abatement of many encroachments at service stations was not secured, owing to manpower limitations and the regulations of the War Production Board. It is, however, we believe, fair to say that all of

this type of encroachment will eventually be eliminated. It has been necessary, also, to grant deferments to many individuals by reason of limitations caused by the war emergency. The actual number of eliminations of encroachments and the further potential eliminations have been such as to indicate the ultimate success of the whole campaign.

RECOMMENDATIONS

In the annual report for the year 1942 attention was drawn to the difficulty being experienced in obtaining satisfactory equipment from contractors to supplement Department equipment to be used on snow removal operations. This situation was further accentuated by our experience in the Fall of 1943. It would appear that the trend is toward the use of lighter types of equipment, many of the tractor and semi-trailer type, or, as an alternate, the extremely heavy type of equipment designed primarily for off the highway use. There is, of course, little or no equipment being manufactured at the present time for civilian use, and it is possible that Post War equipment, as a result of war time developments, may change the picture. At the present time, however, it would appear that very serious consideration must be given to the possibility that the Department will find it necessary to change its present equipment policy from one of using the lighter types of equipment for ordinary maintenance work to the use of a relatively heavy type of equipment which will be capable of handling practically any snow removal situation ordinarily encountered. It will, of course, still be necessary to have a certain limited amount of the very heavy type of equipment for the extremely emergent situation. This change in policy will probably involve the Department in a somewhat higher

initial cost for equipment, a somewhat higher operating cost, but in a perhaps slightly longer life and a consequent lower depreciation charge by reason of the fact that the equipment may be depreciated over a longer period of time than is now standard. It is probable, however, that if the Department were to furnish all its own equipment for snow removal work, there may be more of this equipment than can normally be economically used, unless some additional method can be devised for its employment. There will also probably be involved a personnel problem in certain localities, which can, however, perhaps be taken care of by the enlistment of persons who will be subject to call for this type of work, although not regularly employed by the Department. I would recommend that the Equipment Division be asked to make a study of this matter and submit a report with recommendations on the same.

Respectfully submitted,

Alex. W. Muir
Superintendent of Maintenance

TABLE NO. 1

1943

Total State Highways Under Maintenance ------------	1,662.8281
Total Under Construction --------------------------	15.9040
Total State Highway System ----------------------	1,678.7321
Institutional Approaches and Interior Roads Under Maintenance -----------------	450.2360

GENERAL

Service Station and Miscellaneous Permits ---------	222
Opening and Pole Permits	603

TABLE NO. 2 - 1943

SCHEDULE OF MILEAGES OF HIGHWAYS UNDER MAINTENANCE AS OF DECEMBER 31, 1943

Route	Concrete under Maintenance Miles	Macadam under Maintenance Miles	Gravel under Maintenance Miles	Sh.Asph. Bit.Con. under Maintenance Miles	Bit.Mac. under Maintenance Miles	Stone Block under Maintenance Miles	Brick, Earth: Asph.Block: New R.O.W.: Misc. under Maintenance Miles	Total under Maintenance Miles
1	17.884[1*]			5.155[1*]	0.090	1.422[1*]	0.476	24.027[1*]
S1	3.058			0.087				3.145
S1A	2.091							2.091
3	8.844			0.3363[2*]	0.015			9.1953[2*]
S3	2.097				0.049		3.552	5.698
4	123.894[3*]		13.872	21.374[3*]	0.308		1.371	160.819[3*]
S4	1.565							1.565
S4B							10.609	10.609
5	3.470			0.284				3.754
S5				0.691				0.691
6	61.590[4*]			10.875[4*]		0.507	0.505	73.477[4*]
6A	1.333[5*]							1.333[5*]
S6	1.310			0.953				2.263
7	1.223			3.8971[6*]		0.190		5.3101[6*]
8	23.830				0.124			23.954
10	19.189[7*]			3.797	0.043	1.201		24.230[7*]
12	9.530				1.250			10.780
13E	0.029		0.107					0.136
17	25.925[8*]			0.276[8*]				26.201[8*]
18							4.274	4.274
21	1.980			3.373[9*]	0.087			5.440[9*]
22	0.147							0.147

* 0.794 G.Wash.Bridge App.; 1.424 Dual Hwy; 0.287 Elevated Hwy. 2* 0.0653 Parallel wy. *3 9.545 Resurfaced concrete; 8.159 Dual Hwy; 5.717 Part Dual Hwy; 0.565 ictory Bridge. 4* 3.807 Resurfaced Concrete; 6.203 Part Dual Hwy; 16.561 Dual Hwy; .762 Parallel Hwy; 5* Picatinny Arsenal Access Hwy. 6* 0.373 Parallel Hwy.
* 10.779 Dual Hwy. 8* 10.911 Dual Hwy; 0.276 Resurfaced Bituminous Macadam.
* 0.200 Parallel Hwy Under Construction.

TABLE NO. 2 - 1943

SCHEDULE OF MILEAGES OF HIGHWAYS UNDER MAINTENANCE AS OF DECEMBER 31, 1943

Route	Concrete under Maintenance Miles	Macadam under Maintenance Miles	Gravel under Maintenance Miles	Sh.Asph. Bit.Con. Under Maintenance Miles	Bit.Mac. under Maintenance Miles	Stone Block Under Maintenance Miles	Brick, Earth: Asph.Block New R.O.W. Misc. under Maintenance Miles	Total under Maintenance Miles
23	10* 46.305	10* 6.115		0.040	0.082		2.650	10* 55.192
24	24.730			7.164		0.231		32.125
S24	10.465				0.401	0.149		11.015
25	11* 86.739			11* 19.411	0.255	4.665	2.791	11* 113.861
25B							0.350	0.350
S25	0.453							0.453
26	12* 23.612			0.687				12* 24.299
S26	13* 1.549							13* 1.549
27	16.854			14* 25.008		1.140	1.080	14* 44.082
28	15* 50.257			15* 6.220			15* 8.721	15* 65.198
S28	7.615				0.315			7.930
29	16* 51.337			16* 0.668				16* 52.005
29A	2.997						0.852	3.849
30	47.160			17* 0.303	0.500			17* 47.963
31	48.115	3.458		18* 3.287	1.200			18* 56.060
31	19* 14.570	2.300	2.600	0.048	0.201			19* 19.719
32	20* 9.838			20* 10.912				20* 20.750
33	21* 37.298			21* 4.605	0.265			21* 42.168

0* 9.123 Dual Hwy; 2.743 Part Dual Hwy; 5.742 Shale Base. 11* 25.649 Parallel verhead Ramps & Rotarites; 48.774 Dual Hwy; 2.565 Part Dual; 0.422 Elevated; .478 Pulaski Skyway. 12* 20.587 Dual Hwy. 13* 1.549 Dual Hwy. 14* 4.899 esurfaced Concrete. 15* 9.062 Parallel Hwy; 2.491 Resurfaced Concrete; 8.450 ual Hwy; 1.762 Part Dual Hwy; 2.867 Connect. Link. 16* 5.193 Parallel Hwy; 8.114 Dual Hwy; 0.585 Elevated Hwy. 17* 0.131 Resurfaced Macadam. 18* 2.500 esurfaced Concrete. 19* 1.500 Part Dual Hwy. 20* 0.185 Parallel Hwy; 2.393 esurfaced Concrete . 21* 1.690 Parallel Hwy; 1.665 Resurfaced Concrete; 3.793 art Dual Hwy.

TABLE NO. - 1943

SCHEDULE OF MILEAGES OF HIGHWAYS UNDER MAINTENANCE AS OF DECEMBER 31, 1943

oute	Concrete under Mainten-ance Miles	Macadam under Mainte-nance Miles	Gravel under Maint-enance Miles	Sh.Asph. Bit.Con. under Mainten-ance Miles	Bit.Mac. under Mainten-ance Miles	Stone Block under Mainten-ance Miles	Brick, Earth Asph.Block New R.O.W. Misc. under Maintenance Miles	Total under Mainten-ance Miles
34	25.883			0.097				25.980
35	22* 51.594			15.083	0.437		1.795	22* 68.909
36	23* 16.118						0.240	23* 16.358
37	24* 23.582		2.801	24* 0.719	1.038		1.360	24* 29.500
38	25* 16.801		3.364					25* 20.165
39	26* 32.747			7.984	0.521			26* 41.252
39	3.684							3.684
40	55.041			27* 3.052				27* 58.093
40	23.190							23.190
41	9.001				0.389			9.390
41	28* 18.768	1.340		0.520				28* 20.628
42	29* 42.921			29* 3.435				29* 46.356
43	47.869		30* 31.599					30* 79.468
44	31* 22.712	31* 2.435		31* 8.600	3.191		3.300	31* 40.238
44	32* 1.785							32* 1.785
45	29.692			33* 3.930	0.930		0.241	33* 34.793
46	20.667							20.667

2* 0.431 Parallel Hwy; 0.677 Dual Hwy; 1.939 Part Dual Hwy; 0.831 Thomas Edison ridge; 0.216 Parallel. 23* 1.202 Parallel Hwy; 3.555 Dual Hwy. 24* 1.741 Dual wy. 25* 5.615 Dual Hwy. 26* 2.694 Parallel Hwy; 2.209 Dual Hwy; 3.371 Part Dual wy. 27* 3.052 Parallel Hwy; 3.547 Dual Hwy. 28* 8.058 Dual Hwy; 5.256 Part Dual wy. 29* 3.296 Parallel Hwy. 30* 31.599 Parallel Gravel Widening. 31* 6.046 arallel Hwy. 32* Interstate Ferry Approach. 33* 0.418 Resurfaced Concrete.

TABLE NO. - 1943

SCHEDULE OF MILEAGES OF HIGHWAYS UNDER MAINTENANCE AS OF DECEMBER 31, 1943

Route	Concrete under Maintenance Miles	Macadam under Maintenance Miles	Gravel under Maintenance Miles	Sh.Asph. Bit.Con. under Maintenance Miles	Bit.Mac. under Maintenance Miles	Stone Block under Maintenance Miles	Brick,Earth Asph.Block New R.O.W. Misc. under Maintenance Miles	Total under Maintenance Miles
47	34* 42.748			11.059			0.500	34* 54.307
48	35* 33.315			35* 32.099				35* 65.414
49	36* 42.926			9.627			0.816	36* 53.369
S49	13.460							13.460
50	25.141			0.200				25.341
51	0.342		4.824					5.166
Total	1388.870	15.648	59.167	226.2574	11.439	8.356	45.483	1755.2204
Misc.	1.905			1.010	1.625		0.576	5.116
Total	1390.775	15.648	59.167	227.2674	13.064	8.356	46.059	1760.3364
Inst. Appr.	0.663	1.200	4.927	1.000	10.809			18.599
Inst. Int.	1.055	15.850	320.212	37* 8.450	49.500		37* 36.570	37* 431.637
Inst. Total	1.718	17.050	325.139	9.450	60.309		36.570	450.236
Grand Total	1392.493	32.698	384.306	236.7174	73.373	8.356	82.629	2210.5624

34* 1.063 Concrete Widening. 35* 4.791 Parallel Hwy; 2.764 Dual Hwy; 1.000 Resurfaced Concrete. 36* 0.155 Parallel Hwy. 37* 23.600 Surface treated Shale; 0.400 Modified Penetration.

TABLE N●.3 - MAJOR OPERATIONS CARRIED ON DURING THE YEAR 1943

Route	Construction Jobs	Macadam: Bit. Mac Surfac. Sq. Yds	Sewers & Drains Lin. Ft.	Conc. Surfac Square Yards	Shoulders Resurfac. Square Yards	Guard Rail Construction Lin. Feet	Metal Signs & Posts Erected		Wooden Posts Erect.	Wood Signs Erected		Stop Street Signs		Route Markers		Bridge Activities Jobs			Mud Jack Sq. Yd	Refl. Signa (Red) Erec.	Traffic Lines Lineal Feet				Misc. Paving Sq. Yds.	Detours Maintained Miles
							Signs	Posts		Plain	Button	Plain	Button	N.J.	U.S.	Maj	Min	Pant			4"	6"	8"	12"		
1							4	2	1				5	6	3				700	4	54,598	2,940	85,536	704		
S1													3								24,768	285	1,140	75		
S1A							1	2						2		1					10,560	1,936	7,128	200		
3			282				14	5	1	5	3		1	13		1			120	7	38,348	470	24,746	664		
S3									1			2	4													
4	1		238				29	6	2	33	6			5	4	3	8	3	300	22	575,183	7,445	87,368	1,515		
S4																					30,624		2,640			
S4B		100	200																							
5													1						150		17,952		2,640			
S5							2																			
6		159	1,447	100		2,960	58	87	59	204	54	4	1	14	13	1	4		1,050	56	371,824	8,305	58,988	565		
S6														25												
7							3	1				2		3							14,784	3,110	8,620	330		
8					6,570		5	1		5				1							78,144	105	100			
10								3		1						1	2			3	91,627	1,610	8,186	165		
12																				4	34,320	140	2,184	110		
13E																2										
17							20	9						3			1		2,550	19	108,221	6,877	26,960	948		
21	1																									
22								1									1			2	10,153		29,546			
23					7,650		12	6	1	3		1	2	4					90	5	94,512	1,840	23,682	130		
24	1			1,568			13	5		16		1	3	5					310	3	128,180	1,305	4,340	190		
S24							1	1					2							1	24,288		12,672			
25				279			42	13	22	30	16	2	5	16	4	4	26	2	4,697	49	815,815	77,123	124,303	3,725		0.030*[1]
S25											17															
26				287			2	1			1						1			1	202,370	2,010	6,413	272		
S26																			200							
27							6	2		10		4	4	4			2			2	124,588	15,168	17,396	565		
28	3						29	31	13	52	27	15	17	12	26	1	1		61	23	254,246	3,760	20,035	365		
S28							3							1					800	2	47,564	1,260	13,728	90		
29							24	9		7	1	1	2	3			3		13168	13	297,457	3,715	24,500	425		
30		100		202			8	2	1	5	1			2						4	177,451	8,325	7,248	694		
31					600		4			7				3	7				244	2	161,528	3,061	1,350	196		
S31					3,300		2	4		8				4	6					5	53,328		750			
32				1,618			1	1		3			2	6						1	76,560	830	1,028	60		
33							9	0				5	2	3	5	2			240	2	109,584	985	18,676	240		
34					4,300									1			1		320	1	74,712	1,360	6,384	315		
35			24				26	11	12	52	7	3	5	10		5	5		2,430	29	391,826	3,915	86,085	805		
36							9	2		3		5		1		1				4	89,040	1,930	5,052	190		
37							1	1		17		3	1	1		2	1			2	53,328	510	300	80	1,200*[2]	
38							4			3						1	2			2	27,984	1,040	1,800	100		0.300
39				128			3	32						1			1		150		142,933	1,190	7,227	115		
S39									80	79	67	17	10							32						
40							6	2		2				2						8	144,204		10,204			
S40									2	25																
41										1							1			2	20,408	1,845	700	140		
S41	1									2				1			4			1	119,444	100	9,904			
42							14	2	7	8	2	4	3	16			2		900	3	128,328	4,410	21,731	60		
43				23			3			4		3		2	3	1	1			2	211,650	6,473	57,833	240		
44							10	1	1	7	2	10	1	2			9		4,620	5	121,826	1,925	5,320	275		
45			140				11	2	2	10		10	5	4		1	7		15,962	8	87,230	12,246	44,880	365		
46							3			2		1		1						5	55,440	140	500			
47			249				3	3		10		3		8		1			2,050	4	128,128	3,185	3,184	65		
48			202				7	5		3		2		1		1				2	122,383	3,245	12,444	190		
49							3			1		1	1	27			3			6	126,052	1,140	1,000			
S49																1	2			2	31,680	580				
50							5			1	1						1			2	50,160	300				
51													2													
54	1																			1						
Total:	8	359	2,782	3,918	22,420	2,960	400	253	205	619	205	99	83	218	71	30	89	5	51112	353	6,155,333	199,284	896,451	15,408		0.330
Misc.:	2															2	4	1			8,234	1,160		170		
Total:	10	359	2,782	3,918	22,420	2,960	400	253	205	619	205	99	83	218	71	32	93	6	51112	353	6,163,567	200,444	896,451	15,578		0.330
Inst.Appr.			32	32																						
Inst.:																										
Inter:		5,227																								
Inst.:																									3,440	
Total:		5,227	32	32																					3,440	
GRAND TOTAL:	10	5,586	2,814	3,950	22,420	2,960	400	253	205	619	205	99	83	218	71	32	93	6	51112	353	6,163,567	200,444	896,451	15,578	3,440	0.330

*[1] Route #25-A

*[2] Double Sheeted Bulkhead

TABLE NO. 4 - MATERIAL REPORT - 1943

Routes	Broken Stone Tons	Road Gravel Yards	Concrete Gravel Tons	Sand Tons	Bitumen Surface Treat. & Pen. Gallons	Lignin Binder Gallons	Bitumen Cold Patch & Jt. Fillers Gals.	Bit. Concrete and Sheet Asphalt - Tons	Cement Bags	Lumber Board Feet	Paint Gallons	Calcium Chloride Tons	Cinders Yards	Common Brick	Drain & Culvert Pipe-All Sizes Feet	Guard Rail Posts	Wood Piling
1	684.8		10	25	6,535		4,150	670	200			65	1,742		201		
S1	40						102					13	332				
S1A	50						972					25	475				
3	20		20	15			558		110	305		20	755	5,000	284		
4	3,897.163	19,942	34.5	97.98	11,394	16,697	15,843	393	962	47,711		102	1,079	4,500	622	152	22
S4												2	25				
5	274.9						748			118		14	450				
S5																	
6	1,090.75	435	235.75	51.95			4,918	90	455	766		169	4,363	12,000	1,600	4	
6A	11.45						108					23	400				
S6							321					20	501				
7	25											8	80				
8	262.8	356					1,365					50					
10	2,452.7	12			12,304		534			946		57	1,747				
12	60.55						347		75			7	339				
13E		17								13,008							
17	288.25						5,214	425				76	1,255				
21	3,749.95	1,892		59.2	12,060			931	448	400		11	196	6,000	285		
22							54										
23	2,724.2	990					3,382		9			145	1,874			140	
24	660.05	269	266	128			2,727		150	54		69	1,390				
S24	75.7	117					1,194					4	300				
25	3,507.825	753	90.5	128.05	20,163	26,772	14,736	1,511	1,478	2,464		98	4,792		10	111	
26	505.35		41.25	36.3			5,817		373	12		22	450				
27	205.95							60		536		31	450				
28	1,333.40	2	22.5	39.05			8,472	227	174	1,033		29	1,986	1,500	941		
S28	20	20					6,344		950			7	350				
29	2,641.013	130	122.35	99.5			1,128	45	1,337			15	2,350				
30	1,179.35	165	30	45.75			4,666	45	425			31	1,022				
31	3,743.42	221					3,540			96		91	1,968				
S31		868					998		31			30				40	
32	1,434.5		214	107			2,874	250	1,225			29	340				
33	1,348.45	916					5,783		10	205		29	110			10	
34	9.1	1,374	20	14.55			3,136		200			20	225	5,000	852		
35	169.085	1,228	10	11			10,682		1,225	320		26	496	800	24		
36	13.74	125		.5			547		4			7	225				
37		1,280			15,205	82,268	2,766		35	33,247		21	100				109
38		2,102	36	17			6,580		29			3	162			405	
39	1,256.15	1,038	401.1	170.05	19,670		3,671		2,300			7	100	4,000		8	
40	25	1,901				16,607	2,758		7			25				20	
S40		544					690					24					
41		194					410					3	45				
S41		1,819					2,405					9	163				
42		487	10	18			2,982		1,325			39	235	4,000	364		
43	10	1,986	123.15	68			5,139		615	2,242		20					
44		707					3,198		5	343		28	190				
45		917		8			3,646		5	187		32	415		144		
46		154					1,397					16	55				
47		1,226	93	49			2,623		475	288		31	160	452	168		
48	26	906		13	14,792		3,771		130			46	75			50	
49		1,096					3,550		6	18,079		24	70				
S49		36					427					4					
50		645	19.5				466					12					
51							109					3	50				
54			143.5	78.45					669								
84		216					424		2			11					
Inst.	3,258.57	454	77.25	63.4				91.5	529	32			20	800		25	
Miscl.	18,226.405	30,988	1,943.145	1,131.69	130,433		539	2,228.5	11,138	5,323	27,397		15,913.75		1,110	335	
Totals	55,281.571	78,528	3,963.495	2,475.42	242,556	142,344	158,810	6,967.0	27,111	127,715	27,397	1,703	49,820.75	44,062	6,605	1,300	131

TABLE NO. 5

Schedule #20

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS ETC.		TOTAL	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Rt.	Miles	20.129		2.989		1.330		.422						.090				.476		25.436	
1	M-1	$ 2,902.00	$ 144.17	$ 15,433.68	$ 5,163.49	$ 545.92	$ 410.47	$ 341.28	$ 808.72	$	$	$	$	$ 199.86	$ 2,220.67	$	$	$	$	$ 19,422.74	$ 763.59
	M-2	193.03	9.59																	193.03	7.59
	M-3	15,921.40	790.97	4,705.19	1,574.17	521.12	391.82	2,002.00	4,744.07											23,149.71	910.12
	M-4	388.82	19.32	42.73	14.29															431.55	16.96
	E-5	5,497.93	273.13	327.67	109.63			148.56	352.04											5,974.16	234.87
	E-7	4,075.44	202.47	584.95	195.70	33.24	24.99													4,693.63	184.53
	Const.													1,811.41						1,811.41	
	Total	28,978.62	1,439.65	21,094.22	7,057.28	1,100.28	827.28	2,491.84	5,904.83					2,011.27	2,220.67					55,676.23	2,117.66
S-1	Miles	3.058				.087														3.145	
	M-1	55.50	18.15			42.21	485.17													97.71	31.07
	M-2	1,805.85	590.53																	1,805.85	574.20
	M-3	865.27	282.95																	865.27	275.12
	M-4	104.48	34.17																	104.48	33.22
	E-7	151.78	49.63																	151.78	48.26
	Const.																				
	Total	2,982.88	975.43			42.21	485.17													3,025.09	961.87
S-1A	Miles	2.091																		2.091	
	M-1	55.14	26.37																	55.14	26.37
	M-2	619.38	296.21																	619.38	296.21
	M-3	836.62	400.11																	836.62	400.11
	Const.																				
	Total	1,511.14	722.69																	1,511.14	722.69
3	Miles	8.589		.015		.065														8.669	
	M-1	737.12	85.82	38.61	2,574.00	13.17	202.62													788.90	91.00
	M-2	268.22	31.23																	268.22	30.94
	M-3	7,214.43	839.96	93.89	6,259.33															7,308.32	843.04
	M-4	1,079.80	125.72																	1,079.80	124.56
	E-5	462.21	53.81																	462.21	53.32
	E-7	5,264.83	612.97																	5,264.83	607.32
	Const.																				
	Total	15,026.61	1,749.51	132.50	8,833.33	13.17	202.62													15,172.28	1,750.18
S-3	Miles	2.224												.049				3.817		6.090	
	M-1	44.04	19.80											57.10	116.54					101.14	16.61
	M-3	341.44	153.53															2.24	.59	343.68	56.43
	M-4	2.62	1.17											4.84	9.88					7.46	1.22
	E-7	69.65	31.32															89.87	23.54	159.52	26.18
	Const.																				
	Total	457.75	205.82											61.94	126.42			92.11	24.13	611.80	100.46
4	Miles	127.547		.831		18.509						13.872		3.971		.400				165.130	
	M-1	14,185.90	111.22	27.30	32.85	3,611.92	195.15					1,633.76	117.77	661.17	166.50	222.34	555.85			20,342.39	123.19
	M-2	737.29	5.78			85.08	4.60													822.37	4.98
	M-3	64,317.47	504.26	414.89	499.27	9,963.29	538.29					8,052.93	580.51	1,385.69	348.95	68.78	171.95			84,203.05	509.92
	M-4	3,390.70	26.58	5.48	6.59	446.50	24.12					535.46	38.60	280.19	70.56					4,658.33	28.21
	E-5	1,819.09	14.26									639.72	46.12							2,458.81	14.89
	E-7	12,060.71	94.72	1.67	2.01	210.52	11.37					96.50	6.96	13,282.57	3,344.89					25,671.97	155.47
	Const.																				
	Total	96,531.16	756.82	449.34	540.72	14,317.31	773.53					10,958.37	789.96	15,609.62	3,930.90	291.12	727.80			138,156.92	836.66
S-4	Miles	1.565																		1.565	
	M-1	288.10	184.09																	288.10	184.09
	M-3	614.05	392.36																	614.05	392.36
	M-4	87.77	56.08																	87.77	56.08
	E-5	11.06	7.07																	11.06	7.07
	E-7	29.26	18.70																	29.26	18.70
	Const.																				
	Total	1,030.24	658.30																	1,030.24	658.30
S-4B	Miles																	16.109		16.109	
	E-7																	2,393.07	148.55	2,393.07	148.55
	Const.																				
	Total																	2,393.07	148.55	2,393.07	148.55
5	Miles	3.470				.975														4.445	
	M-1	231.36	66.67			570.05	584.66													801.39	180.29
	M-2	32.53	9.37																	32.53	7.32
	M-3	2,356.91	679.22			301.64	309.37													2,658.55	598.10
	M-4	49.38	14.23																	49.38	11.11
	E-5	192.21	55.39			21.13	21.67													213.34	48.00
	E-7	7,772.53	2,239.93			149.56	153.39													7,922.09	1,782.24
	Const.																				
	Total	10,634.92	3,064.81			1,042.36	1,069.09													11,677.28	2,627.06
6	Miles	62.152		2.879		5.911		.507								.114		2.476		74.039	
	M-1	6,347.96	102.14	816.01	283.44	902.55	152.69	45.79	90.32							25.52	223.86	98.93	39.96	8,236.76	111.25
	M-2	3,943.74	63.45																	3,943.74	53.27
	M-3	29,751.95	478.69	271.69	94.37	687.45	116.30	78.90	155.62									920.85	371.91	31,710.84	428.30
	M-4	3,667.67	59.01			439.78	74.40											10.09	4.08	4,117.54	55.61
	E-5	2,510.98	40.40																	2,510.98	33.91
	E-6	20.58	.32					15.27	30.12											35.85	.48
	E-7	22,403.21	360.48	374.59	130.11	285.23	48.25	193.08	380.82									1,368.18	552.57	24,624.29	332.59
	E-8	1,380.91	22.22																	1,380.91	18.65
	Const.																				
	Total	70,027.00	1,126.71	1,462.29	507.92	2,315.01	391.64	333.04	656.88							25.52	223.86	2,398.05	968.52	76,560.91	1,034.06

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

Schedule #21

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		TOTAL	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
S-6	Miles	.932		.867																1.799	
	M-1	$ 150.80	$ 161.80	$ 264.64	$ 305.23	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$ 415.44	$ 230.93
	M-3	166.29	178.42	84.78	97.79															251.07	139.56
	M-4	13.27	14.24																	13.27	7.38
	Const.																				
	Total	330.36	354.46	349.42	403.02															679.78	377.87
6-A	Miles	1.333																		1.333	
	M-1	34.66	26.00																	34.66	26.00
	Const.																				
	Total	34.66	26.00																	34.66	26.00
7	Miles	1.223				3.897		.190												5.310	
	M-1	47.98	39.23			749.38	192.30	27.85	146.58											825.21	155.41
	M-3	98.24	80.33			519.69	133.36	17.96	94.53											635.89	119.75
	Const.																				
	Total	146.22	119.56			1,269.07	325.66	45.81	241.11											1,461.10	275.16
8	Miles	23.830												.124						23.954	
	M-1	1,296.36	54.40											160.99	1,298.31					1,457.35	60.84
	M-3	6,680.51	280.34											32.33	260.73					6,712.84	280.24
	M-4	1,150.37	48.27											53.36	430.32					1,203.73	50.25
	E-7	2,581.19	108.32																	2,581.19	107.76
	E-8	64.69	2.72																	64.69	2.70
	Const.																				
	Total	11,773.12	494.05											246.68	1,989.36					12,019.80	501.79
10	Miles	19.189		3.797				1.201						.043						24.230	
	M-1	1,339.17	69.79	9,348.36	2,462.04			35.82	29.83					15.28	355.35					10,738.63	443.20
	M-2	143.29	7.47																	143.29	5.91
	M-3	6,181.14	322.12	1,941.15	511.23			909.08	756.94											9,031.37	372.74
	M-4	830.20	43.26	29.26	7.71															859.46	35.47
	E-7	10,196.41	531.37	1,825.66	480.82			124.75	103.87											12,146.82	501.31
	Const.																				
	Total	18,690.21	974.01	13,144.43	3,461.80			1,069.65	890.64					15.28	355.35					32,919.57	1,358.63
12	Miles	9.530												1.250						10.780	
	M-1	82.58	8.67											1,205.67	964.54					1,288.25	119.50
	M-2	118.58	12.44																	118.58	11.00
	M-3	6,562.36	688.60											1,993.56	1,594.85					8,555.92	793.68
	M-4													65.71	52.57					65.71	6.10
	E-5													1,906.54	1,526.82					1,908.54	177.04
	E-7	2,021.64	212.13											1,094.07	875.26					3,115.71	289.03
	Const.																				
	Total	8,785.16	921.84											6,267.55	5,014.04					15,052.71	1,396.35
13-E	Miles	.029										.107								.136	
	E-5											13.36	124.86							13.36	98.24
	Const.																				
	Total											13.36	124.86							13.36	98.24
17	Miles	25.925												.276						26.201	
	M-1	1,686.69	65.06											4,771.63	17,288.51					6,458.32	246.49
	M-2	920.95	35.52																	920.95	35.15
	M-3	8,202.82	316.41											216.26	783.55					8,419.08	321.33
	M-4	818.98	31.59											12.31	44.60					831.29	31.73
	E-5	2,275.22	87.76																	2,275.22	86.84
	E-7	3,686.73	142.21																	3,686.73	140.70
	Const.																				
	Total	17,591.59	678.55											5,000.20	18,116.68					22,591.59	862.24
21	Miles	1.980				3.097								.087						5.164	
	M-1	266.55	134.61			767.82	247.92							117.43	1,349.77					1,151.78	223.04
	M-2	56.35	28.46																	56.35	10.91
	M-3	2,003.47	1,011.85			2,551.46	823.85													4,554.93	882.05
	M-4	58.63	29.61																	58.63	11.35
	E-5	8.89	4.49			74.90	24.19													83.79	16.23
	E-7	262.05	132.35			41.19	13.30													303.24	58.72
	Const.																				
	Total	2,655.92	1,341.37			3,435.37	1,109.26							117.43	1,349.77					6,208.72	1,202.30
22	Miles	.147																		.147	
	M-1	9.13	62.11																	9.13	62.11
	Const.																				
	Total	9.13	62.11																	9.13	62.11
23	Miles	46.305				.040				8.765				.082						55.192	
	M-1	2,732.14	59.00			32.53	813.25			1,644.99	187.68			241.05	2,939.63					4,650.71	84.26
	M-3	12,551.42	271.06							2,048.64	233.73									14,600.06	264.53
	M-4	1,797.26	38.82							178.58	20.37									1,975.84	35.80
	E-5	214.27	4.63																	214.27	3.88
	E-6	5.79	.13																	5.79	.10
	E-7	11,166.28	241.15							1,002.04	114.32			234.69	2,862.07					12,403.01	224.72
	E-8									628.95	71.76									628.95	11.40
	Const.																				
	Total	28,467.16	614.77			32.53	813.25			5,503.20	627.86			475.74	5,801.70					34,478.63	624.69

Schedule #82

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		TOTAL	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
24	Miles	26.323		2.299		4.865		.231												33.718	
	M-1	$ 5,048.41	$ 191.78	$ 316.92	$ 137.85	$ 289.96	$ 59.60	$ 78.23	$ 338.66	$	$	$	$	$	$	$	$	$	$	$ 5,733.52	$ 170.04
	M-2					199.41	40.99													199.41	5.91
	M-3	9,522.49	361.76	846.43	368.17	976.94	200.81	49.44	214.02											11,395.30	337.96
	M-4	188.64	7.17																	188.64	5.59
	E-5	3,036.86	115.37																	3,036.86	90.07
	E-7	2,624.56	99.72	625.52	272.08	27.09	5.57													3,277.17	97.19
	Const.																				
	Total	20,420.96	775.78	1,788.87	778.10	1,493.40	306.97	127.67	552.68											23,830.90	706.76
S-24	Miles	10.465		.149		.401														11.015	
	M-1	2,503.74	239.25	92.13	618.32	160.97	401.42													2,756.84	250.28
	M-2	65.07	6.22																	65.07	5.91
	M-3	3,682.59	351.89			86.13	214.79													3,768.72	342.14
	M-4	166.06	15.87																	166.06	15.08
	E-7	457.09	43.68																	457.09	41.50
	Const.																				
	Total	6,874.55	656.91	92.13	618.32	247.10	616.21													7,213.78	654.91
25	Miles	86.813		14.765		6.738		4.973						.255						113.544	
	M-1	20,860.12	240.29	19,355.29	1,310.89	10,528.55	1,562.56	3,574.99	718.88					1,824.68	7,155.61					56,143.63	494.47
	M-2	4,671.93	53.82	17.40	1.18	74.07	10.99	51.49	10.35											4,814.89	42.41
	M-3	71,503.20	823.65	3,565.66	241.49	4,627.62	686.79	10,323.87	2,075.98											90,020.35	792.82
	M-4	1,577.01	18.15	244.64	16.57	41.08	6.10	96.19	19.34					68.01	266.71					2,026.93	17.85
	E-5	21,286.15	245.20	994.71	67.37	15.74	2.34	2,835.13	570.10											25,131.73	221.34
	E-6							3.16	.63											3.16	.03
	E-7	12,106.93	139.46	605.41	41.00			463.87	93.28											13,176.21	116.04
	Const.																				
	Total	132,005.34	1,520.57	24,783.11	1,678.50	15,287.06	2,268.78	17,348.70	3,488.58					1,892.69	7,422.32					191,316.90	1,684.96
26	Miles	25.125				.687														25.812	
	M-1	5,984.45	238.19			62.68	91.24													6,047.13	234.28
	M-2	344.48	13.71																	344.48	13.35
	M-3	20,299.08	807.92			152.45	221.90													20,451.53	792.33
	M-4	204.47	8.14																	204.47	7.92
	E-5	2,472.88	98.42																	2,472.88	95.80
	E-7	2,566.10	102.14																	2,566.10	99.42
	Const.																				
	Total	31,871.46	1,268.52			215.13	313.14													32,086.59	1,243.10
27	Miles	18.205		.821		23.916		1.140												44.082	
	M-1	8,158.53	448.15	292.50	356.27	7,665.45	320.52	62.55	54.87											16,179.03	367.02
	M-2	88.92	4.88			375.32	15.69													464.24	10.53
	M-3	7,256.34	398.59	26.80	32.64	8,144.56	340.55	139.28	122.18											15,566.98	353.15
	M-4	190.85	10.48			40.74	1.70													231.39	5.25
	E-5					197.66	8.26													197.66	4.48
	E-7	627.37	34.46			2,196.22	91.83													2,823.59	64.05
	Const.																				
	Total	16,321.81	896.56	319.30	388.91	18,619.95	778.55	201.83	177.05											35,462.39	804.48
28	Miles	55.527		.208		6.012										.166		8.555		70.468	
	M-1	9,864.91	177.66	68.58	329.71	2,105.29	350.18									53.07	319.70	250.49	29.28	12,342.34	175.15
	M-2	416.48	7.50			17.67	2.94													434.15	6.16
	M-3	23,451.52	422.34	64.78	311.44	1,964.01	326.68											1,579.75	184.66	27,060.06	384.00
	M-4	192.99	3.48																	192.99	2.74
	E-5	184.90	3.33															207.50	24.25	392.40	5.57
	E-7	6,178.89	111.28			948.89	157.83											1,690.48	197.60	8,818.26	125.14
	Const.																				
	Total	40,289.69	725.59	133.36	641.15	5,035.86	837.63									53.07	319.70	3,728.22	435.79	49,240.20	698.76
S-28	Miles	7.615												.315						7.930	
	M-1	1,062.81	139.57											380.71	1,208.60					1,443.52	182.03
	M-2	772.91	101.50																	772.91	97.47
	M-3	3,388.03	444.92																	3,388.03	427.24
	M-4	10.52	1.38																	10.52	1.33
	E-5	12,540.97	1,646.88																	12,540.97	1,581.46
	E-7	236.21	31.02																	236.21	29.79
	E-8	253.54	33.28																	253.54	31.97
	Const.																				
	Total	18,264.99	2,398.55											380.71	1,208.60					18,645.70	2,351.29
29	Miles	51.409				.668														52.077	
	M-1	7,477.39	145.45			290.68	435.15													7,768.07	149.17
	M-2	1,389.02	27.02																	1,389.02	26.67
	M-3	27,254.97	530.16			914.77	1,369.42													28,169.74	540.92
	M-4	1,246.58	24.25																	1,246.58	23.94
	E-5	10,110.56	196.67			37.86	56.68													10,148.42	194.87
	E-7	14,743.99	286.80																	14,743.99	283.12
	Const.																				
	Total	62,222.51	1,210.35			1,243.31	1,861.25													63,465.82	1,218.69

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		TOTAL	
Rt.		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
	Miles	2.997																		2.997	
29-A	M-1	$ 39.00	$ 13.01	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$ 39.00	$ 13.01
	M-3	1,273.99	425.09																	1,273.99	425.09
	Const.																				
	Total	1,312.99	438.10																	1,312.99	438.10
30	Miles	47.160		.152		.020				.131				.500						47.963	
	M-1	6,561.00	139.12	567.12	3,731.06					670.67	5,119.62			813.31	1,626.62					8,612.10	179.53
	M-2	548.37	11.63																	548.37	11.44
	M-3	21,305.98	451.78	275.77	1,814.28					212.53	1,622.37			62.49	124.98					21,856.77	455.70
	M-4	667.80	14.16																	667.80	13.92
	E-5	2,780.52	58.96											451.60	903.20					3,232.12	67.39
	E-7	6,039.90	128.07							92.10	703.05									6,132.00	127.86
	E-8	70.80	1.50																	70.80	1.48
	Const.																				
	Total	37,974.37	805.22	842.89	5,545.33					975.30	7,445.04			1,327.40	2,654.80					41,119.96	857.32
31	Miles	50.615		.787						3.458				1.200						56.060	
	M-1	3,352.24	66.23	500.43	635.87					4,029.62	1,165.30			546.36	455.30					8,428.65	150.35
	M-3	13,799.29	272.63	173.45	220.39					1,602.36	463.38			11.70	9.75					15,586.80	278.04
	M-4	1,393.99	27.54																	1,393.99	24.87
	E-5	1,218.32	24.07							518.95	150.07									1,737.27	30.99
	E-7	12,193.06	240.90											366.54	305.45					12,559.60	224.04
	E-8	154.47	3.05																	154.47	2.75
	Const.																				
	Total	32,111.37	634.42	673.88	856.26					6,150.93	1,778.75			924.60	770.50					39,860.78	711.04
S-31	Miles	14.570		.048						2.300		2.600								19.518	
	M-1	847.36	58.16	285.27	5,943.13					575.54	250.23	1,152.59	443.30							2,860.76	146.57
	M-3	4,866.13	333.90	29.42	612.92					911.63	396.36	999.64	384.48							6,806.82	348.75
	M-4	1,536.14	105.43	61.15	1,273.95					119.43	51.93	263.86	101.48							1,980.58	101.47
	E-5									39.67	17.25									39.67	2.02
	E-7	2,817.51	193.38							244.85	106.46	178.23	68.55							3,240.59	166.02
	Const.																				
	Total	10,067.14	690.93	375.84	7,830.00					1,891.12	822.23	2,594.32	997.81							14,928.42	764.85
32	Miles	9.838		2.588		8.324														20.750	
	M-1	764.81	77.74	605.53	233.98	5,436.02	653.05													6,806.36	328.02
	M-2					113.60	13.65													113.60	5.47
	M-3	2,255.19	229.23	626.15	241.94	1,865.58	224.12													4,746.92	228.77
	M-4	280.35	28.50	2.62	1.01	73.62	8.84													356.59	17.19
	E-5	6,247.23	635.01			46.11	5.54													6,293.34	303.29
	E-7	1,676.39	170.40	465.07	179.70	2,125.65	255.36													4,267.11	205.64
	Const.																				
	Total	11,223.97	1,140.88	1,699.37	656.63	9,660.58	1,160.56													22,583.92	1,088.38
33	Miles	37.298		1.200		3.670														42.168	
	M-1	3,153.41	84.55	221.70	184.75	784.20	213.68													4,159.31	98.64
	M-2	174.93	4.69			233.27	63.56													408.20	9.68
	M-3	17,752.33	475.96	1,152.44	960.37	2,671.20	727.85													21,575.97	511.67
	M-4	1,071.02	28.72																	1,071.02	25.40
	E-5	555.92	14.90																	555.92	13.18
	E-7	6,871.33	184.22																	6,871.33	162.95
	Const.																				
	Total	29,578.94	793.04	1,374.14	1,145.12	3,688.67	1,005.09													34,641.75	821.52
34	Miles	25.883				.097														25.980	
	M-1	1,546.90	59.77																	1,546.90	59.54
	M-2	6.32	.24																	6.32	.24
	M-3	16,849.32	650.98																	16,849.32	648.55
	M-4	286.47	11.07																	286.47	11.03
	E-5	468.80	18.11																	468.80	18.04
	E-7	11,470.96	443.19																	11,470.96	441.53
	E-8	244.70	9.45																	244.70	9.42
	Const.																				
	Total	30,873.47	1,192.81																	30,873.47	1,188.35
35	Miles	51.775		2.210		14.418								.437				.133		68.973	
	M-1	8,706.21	168.15	337.72	152.81	4,420.46	306.59							262.90	601.60			9.15	68.80	13,736.44	199.16
	M-2	241.02	4.66																	241.02	3.49
	M-3	23,992.65	463.40	448.58	202.98	4,660.43	323.24							219.30	501.83			4.80	36.09	29,325.76	425.18
	M-4	1,723.66	33.29			179.09	12.42							173.43	396.86					2,076.18	30.10
	E-5	6,179.18	119.35																	6,179.18	89.59
	E-7	3,861.94	74.59			440.76	30.57													4,302.70	62.38
	E-8	384.08	7.42											190.46	435.84					574.54	8.33
	Const.																				
	Total	45,088.74	870.86	786.30	355.79	9,700.74	672.82							846.09	1,936.13			13.95	104.89	56,435.82	818.23
36	Miles	16.118		.240																16.358	
	M-1	2,067.45	128.27																	2,067.45	126.39
	M-2	7.02	.44																	7.02	.43
	M-3	2,912.00	180.67	44.47	185.29															2,956.47	180.73
	M-4	1,634.63	101.41	206.64	861.00															1,841.27	112.56
	E-5	14.51	.90																	14.51	.89
	E-7	1,103.61	68.47																	1,103.61	67.47
	Const.																				
	Total	7,739.22	480.16	251.11	1,046.29															7,990.33	488.47

Schedule #24

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		TOTAL	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Rt.	Miles	23.582				.719						2.801		1.038						28.140	
37	M-1	$ 690.00	$ 29.26	$	$	$ 444.81	$ 618.65	$	$	$	$	$7,895.70	$2,818.89	$ 154.76	$ 149.09	$	$	$	$	$ 9,185.27	$ 326.41
	M-2	175.10	7.43																	175.10	6.22
	M-3	20,439.66	866.75			751.49	1,045.19					1,099.96	392.70	528.32	508.98					22,819.43	810.93
	M-4	67.70	2.87											123.29	118.78					190.99	6.79
	E-5											20.13	7.19	110.00	105.97					130.13	4.62
	E-7	3,483.82	147.73											14,675.61	14,138.35					18,159.43	645.32
	Const.																				
	Total	24,856.28	1,054.04			1,196.30	1,663.84					9,015.79	3,218.78	15,591.98	15,021.17					50,660.35	1,800.29
38	Miles	16.801										3.364								20.165	
	M-1	477.95	28.45									3,202.19	951.90							3,680.14	182.50
	M-2	103.39	6.15																	103.39	5.13
	M-3	12,973.28	772.17									2,474.70	735.64							15,447.98	766.08
	M-4	28.79	1.71																	28.79	1.43
	E-5	226.37	13.47																	226.37	11.23
	E-7	5,445.02	324.09									348.38	103.56							5,793.40	287.30
	E-8	4,698.35	279.65																	4,698.35	232.99
	Const.																				
	Total	23,953.15	1,425.69									6,025.27	1,791.10							29,978.42	1,486.66
39	Miles	33.897		6.535		.249								.521						41.252	
	M-1	2,084.73	61.50	8,940.47	1,357.70									123.55	237.14					11,148.75	270.26
	M-2	3,130.24	92.35																	3,130.24	75.88
	M-3	18,180.98	536.36	3,798.21	576.80															21,979.19	532.80
	M-4	800.18	23.61	463.86	70.44	149.16	599.04							.40	.77					1,413.60	34.27
	E-5	383.62	11.32	151.90	23.07															535.52	12.98
	E-7	1,578.78	46.57	526.48	79.95															2,105.26	51.03
	Const.																				
	Total	26,158.53	771.71	13,880.92	2,107.96	149.16	599.04							123.95	237.91					40,312.56	977.22
40	Miles	55.041		3.052																58.093	
	M-1	2,675.19	48.60	162.25	53.16															2,837.44	48.84
	M-2	125.80	2.29																	125.80	2.17
	M-3	50,346.86	914.71	99.80	32.70															50,446.66	868.38
	M-4	1,489.84	27.07																	1,489.84	25.64
	E-5	10.94	.20																	10.94	.19
	E-7	3,553.64	64.56																	3,553.64	61.17
	Const.																				
	Total	58,202.27	1,057.43	262.05	85.86															58,464.32	1,006.39
S-40	Miles	23.190																		23.190	
	M-1	349.55	15.07																	349.55	15.07
	M-3	19,604.50	845.39																	19,604.50	845.39
	M-4	77.71	3.35																	77.71	3.35
	E-7	3,254.38	140.34																	3,254.38	140.34
	E-8	84.66	3.65																	84.66	3.65
	Const.																				
	Total	23,370.80	1,007.80																	23,370.80	1,007.80
41	Miles	9.001												.389						9.390	
	M-1	536.63	59.62											92.06	236.66					628.69	66.95
	M-3	5,179.73	575.46											109.01	280.23					5,288.74	563.23
	M-4	486.93	54.10											19.02	48.89					505.95	53.88
	E-7	940.56	104.50											32.94	84.68					973.50	103.67
	E-8	13.11	1.46																	13.11	1.40
	Const.																				
	Total	7,156.96	795.14											253.03	650.46					7,409.99	789.13
S-41	Miles	18.768		.520						1.340										20.628	
	M-1	706.93	37.67	140.25	269.71					125.02	93.30									972.20	47.13
	M-3	29,962.10	1,116.90	72.44	139.31					233.93	174.57									21,268.47	1,031.05
	M-4																				
	E-7	3,435.66	183.06																	3,435.66	166.55
	Const.																				
	Total	25,104.69	1,337.63	212.69	409.02					358.95	267.87									25,676.33	1,244.73
42	Miles	42.921				3.435														46.356	
	M-1	2,218.84	51.70			247.78	72.13													2,466.62	53.21
	M-2	2,640.06	61.51																	2,640.06	56.95
	M-3	24,134.35	562.30			593.32	172.73													24,727.67	533.43
	M-4	1,099.27	25.61																	1,099.27	23.71
	E-5	4,220.56	98.33																	4,220.56	91.05
	E-7	4,061.10	94.62																	4,061.10	87.61
	E-8	48.33	1.13																	48.33	1.04
	Const.																				
	Total	38,422.51	895.20			841.10	244.86													39,263.61	847.00
43	Miles	47.869										*15.900								47.869	
	M-1	11,176.35	233.48									743.86	46.78							11,920.21	249.02
	M-2											608.08	38.24							608.08	12.70
	M-3	21,341.97	445.84																	21,341.97	445.84
	M-4	306.76	6.41																	306.76	6.41
	E-5	1,125.53	23.51									11.23	.71							1,136.76	23.75
	E-7	1,569.89	32.80																	1,569.89	32.80
	E-8	2.57	.05																	2.57	.05
	Const.																				
	Total	35,523.07	742.09									1,363.17	85.73							36,886.24	770.57

* Route #43 - Narrow gravel pavements 10' to 11' wide - parallel to concrete, not included in the total of mileage.

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

Schedule #23

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.- Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Rt.	Miles	24.497		8.600						2.435				3.191				3.203		41.926	
44	M-1	$ 2,482.05	$ 101.32	$ 1,823.99	$ 212.09	$	$	$	$	$ 91.94	$ 37.76	$	$	$ 295.67	$ 92.65	$	$	$	$	$ 4,693.65	$ 111.95
	M-3	8,332.77	340.15	4,699.18	546.42					498.09	204.55			1,314.56	411.96					14,844.60	354.07
	M-4	135.87	5.55	10.86	1.26					16.40	6.74			122.65	38.44					285.78	6.82
	E-5	7,134.46	291.24	34.41	4.00															7,168.87	170.99
	E-7	371.75	15.18	1,179.22	137.12															1,550.97	36.99
	Const.																				
	Total	18,456.88	753.44	7,747.66	900.89					606.43	249.05			1,732.88	543.05					28,543.85	680.82
45	Miles	30.321		6.591		.242								.930						38.084	
	M-1	5,946.27	196.11	1,226.12	186.03									49.50	53.23					7,221.89	189.63
	M-2	239.36	7.89																	239.36	6.29
	M-3	14,576.07	480.73	1,777.70	269.72									16.50	17.74					16,370.27	429.85
	M-4	207.42	6.84	28.88	4.38															236.30	6.20
	E-5	11,853.29	390.93	224.28	34.03															12,077.57	317.13
	E-7	1,260.59	41.57																	1,260.59	33.10
	Const.																				
	Total	34,063.00	1,124.07	3,256.98	494.16									66.00	70.97					37,405.98	982.20
46	Miles	20.667																		20.667	
	M-1	3,547.55	171.65																	3,547.55	171.65
	M-3	8,872.98	429.33																	8,872.98	429.33
	M-4	225.05	10.89																	225.05	10.89
	E-5	39.79	1.93																	39.79	1.93
	E-7																				
	Const.																				
	Total	12,685.37	613.80																	12,685.37	613.80
47	Miles	42.784		11.058												.500				54.342	
	M-1	3,423.07	80.01	1,028.50	93.01											39.78	79.56			4,491.35	82.65
	M-2	66.82	1.56																	66.82	1.23
	M-3	22,468.67	525.16	2,828.45	255.78											73.78	147.56			25,370.90	466.87
	M-4	210.81	4.93	98.25	8.88															309.06	5.69
	E-5	520.14	12.16																	520.14	9.57
	E-6	40.32	.94																	40.32	.74
	E-7	1,442.50	33.72	5,090.15	460.32															6,532.65	120.21
	E-8	100.88	2.36																	100.88	1.86
	Const.																				
	Total	28,273.21	660.84	9,045.35	817.99											113.56	227.12			37,432.12	688.82
48	Miles	34.315		8.026		22.596														64.937	
	M-1	1,714.49	49.96	177.24	22.08	5,455.41	241.43													7,347.14	113.14
	M-2	23.40	.68			18.96	.84													42.36	.65
	M-3	16,675.68	485.96	2,587.52	322.39	11,805.65	522.47													31,068.85	478.45
	M-4	613.74	17.89			110.47	4.89													724.21	11.15
	E-5					19.70	.87													19.70	.30
	E-7	25.75	.75	37.39	4.66	556.81	24.64													619.95	9.55
	E-8	2,704.44	78.81																	2,704.44	41.65
	Const.																				
	Total	21,757.50	634.05	2,802.15	349.13	17,967.00	795.14													42,526.65	654.89
49	Miles	43.081		.313		9.880						.896				.250				54.420	
	M-1	2,543.79	59.05	65.39	208.91	1,888.35	191.13					16.68	18.62			131.84	527.36			4,646.05	85.37
	M-2	8.90	.21			75.29	7.62													84.19	1.55
	M-3	20,560.07	477.23	1.52	4.86	3,427.07	346.87					150.26	167.70			6.73	26.92			24,145.65	443.69
	M-4	482.47	11.20									24.46	27.30							506.93	9.32
	E-5					19.72	2.00													19.72	.36
	E-7	608.64	14.13			146.51	14.82													755.15	13.88
	Const.																				
	Total	24,203.87	561.82	66.91	213.77	5,556.94	562.44					191.40	213.62			138.57	554.28			30,157.69	554.17
S-49	Miles	14.104																		14.104	
	M-1	125.96	8.93																	125.96	8.93
	M-3	7,200.33	510.51																	7,200.33	510.51
	M-4	449.71	31.89																	449.71	31.89
	Const.																				
	Total	7,776.00	551.33																	7,776.00	551.33
50	Miles	25.141				.200														25.341	
	M-1	1,138.64	45.29																	1,138.64	44.93
	M-2	12.58	.50																	12.58	.50
	M-3	11,456.90	455.71			120.69	603.45													11,577.59	456.87
	M-4	236.83	9.42																	236.83	9.35
	E-5	33.06	1.31																	33.06	1.30
	E-8	303.44	12.07																	303.44	11.97
	Const.																				
	Total	13,181.45	524.30			120.69	603.45													13,302.14	524.92
51	Miles	.342																		.342	
	M-1	19.53	57.10																	19.53	57.10
	M-3	38.99	114.00																	38.99	114.00
	M-4																				
	E-5	30.43	88.98																	30.43	88.98
	Const.																	673.01		673.01	
	Total	88.95	260.08															673.01		761.96	260.08

Schedule #26

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.–Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulder.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Rt.	Miles											7.163								7.163	
54	M-3	$	$	$	$	$	$	$	$	$	$	$ 251.08	$ 35.05	$	$	$	$	$	$	$ 251.08	$ 35.05
	E-5											719.76	100.48							719.76	100.48
	Const.																				
	Total											970.84	135.53							970.84	135.53

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY TYPES OF PAVEMENTS AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.–Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Miles	1405.306		81.590		141.048		8.664		18.429		30.803		14.748		1.430		34.769		1736.787	
M-1	$ 162,349.40	$ 115.53	$ 62,136.00	$ 761.56	$47,016.14	$ 333.33	$ 4,166.51	$ 480.90	$ 7,137.78	$ 387.31	$14,644.78	$ 475.43	$11,973.68	$ 811.89	$ 472.55	$ 330.45	$ 358.57	$ 10.31	$ 310,255.41	$ 178.64
M-2	24,091.33	17.14	17.40	.21	1,192.67	8.46	51.49	5.94			608.08	19.74							25,960.97	14.95
M-3	739,376.78	526.13	30,630.36	375.42	57,306.56	406.29	13,520.53	1,560.54	5,507.18	298.83	13,028.57	422.96	5,889.72	399.36	149.29	104.40	2,507.64	72.12	867,916.63	499.72
M-4	32,730.01	23.29	1,194.37	14.64	1,480.44	10.50	96.19	11.10	314.41	17.06	823.78	26.74	923.21	62.60			10.09	.29	37,572.50	21.63
E-5	105,666.85	75.19	1,732.97	21.24	432.82	3.07	2,983.69	344.38	558.62	30.31	1,404.20	45.59	2,470.14	167.49			207.50	5.97	115,456.79	66.48
E-6	66.69	.05					18.43	2.13											85.12	.05
E-7	198,369.63	141.16	11,316.11	138.69	7,161.67	50.77	781.70	90.22	1,338.99	72.66	623.11	20.23	29,686.42	2,012.91			5,541.60	159.38	254,819.23	146.72
E-8	10,508.97	7.48							628.95	34.13			190.46	12.91					11,328.38	6.52
Total	1,273,159.66	905.97	107,027.21	1,311.76	114,590.30	812.42	21,618.54	2,495.21	15,485.93	840.30	31,132.52	1,010.69	51,133.63		621.84	434.85	8,625.40		1,623,395.03	
Const.													1,811.41				673.01		2,484.42	
GRAND TOTAL	$1,273,159.66	$ 905.97	$107,027.21	$1,311.76	$114,590.30	$ 812.42	$21,618.54	$2,495.21	$15,485.93	$ 840.30	$31,132.52	$1,010.69	$52,945.04	$3,467.16	$ 621.84	$ 434.85	$9,298.41	$ 248.07	$1,625,879.45	$ 934.71

—— ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTE AND TYPE OF PAVEMENT ——

Schedule #27

ROUTE	TOTAL		CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.	
NO.	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
1	$ 55,676.23	$2,117.66	$ 28,978.62	$1,439.65	$ 21,094.22	$7,057.28	$ 1,100.28	$ 827.28	$ 2,491.84	$5,904.83	$	$	$	$	$ 2,011.27	$2,220.67	$	$	$	$
S-1	3,025.09	961.87	2,982.88	975.43			42.21	435.17												
S-1-A	1,511.14	722.69	1,511.14	722.69																
3	15,172.28	1,750.18	15,026.61	1,749.51	132.50	8,833.33	13.17	202.62												
S-3	611.80	100.46	457.75	205.82											61.94	126.42			92.11	24.13
4	138,156.92	836.66	96,531.16	756.82	449.34	540.72	14,317.31	773.53					10,958.37	789.96	15,609.62	3,930.90	291.12	727.80		
S-4	1,030.24	658.30	1,030.24	658.30																
S-4-B	2,393.07	148.55																	2,393.07	148.55
5	11,677.28	2,627.06	10,634.92	3,064.81			1,042.36	1,069.09												
6	76,560.91	1,034.06	70,027.00	1,126.71	1,462.29	507.92	2,315.01	391.64	333.04	656.88							25.52	223.86	2,398.05	968.62
S-6	679.78	377.87	330.36	354.46	349.42	403.02														
6-A	34.66	26.00	34.66	26.00																
7	1,461.10	275.16	146.22	119.56			1,269.07	325.66	45.81	241.11										
8	12,019.80	501.79	11,773.12	494.05											246.68	1,989.36				
10	32,919.57	1,358.63	18,690.21	974.01	13,144.43	3,461.80			1,069.65	890.64					15.28	365.35				
12	15,052.71	1,396.35	8,785.16	921.84											6,267.55	5,014.04				
13-B	13.36	98.24											13.36	124.86						
17	22,591.59	862.24	17,591.39	678.55											5,000.20	18,116.66				
21	6,208.72	1,202.50	2,655.92	1,341.37			3,435.37	1,109.26							117.43	1,349.77				
22	9.13	62.11	9.13	62.11																
23	34,478.63	624.69	28,467.16	514.77			32.53	813.25			5,503.20	627.86			475.74	5,801.70				
24	23,830.90	706.76	20,420.96	775.78	1,788.87	778.10	1,493.40	306.97	127.67	552.68										
S-24	7,213.78	654.91	6,874.55	656.91	92.13	618.32	247.10	616.21												
25	191,316.90	1,684.96	132,005.34	1,520.57	24,783.11	1,678.50	15,287.06	2,268.78	17,348.70	3,488.58					1,892.69	7,422.32				
26	32,086.59	1,243.10	31,871.46	1,268.52			215.13	313.14												
27	35,462.89	804.48	16,321.81	896.56	319.30	388.91	18,619.95	778.55	201.83	177.05										
28	49,240.20	699.76	40,289.69	725.59	133.36	641.15	5,035.86	837.63									53.07	319.70	3,728.22	435.79
S-28	18,645.70	2,351.29	18,264.99	2,398.55											380.71	1,208.60				
29	63,465.82	1,218.69	62,222.51	1,210.35			1,243.31	1,861.25												
29-A	1,312.99	438.10	1,312.99	438.10																
30	41,119.96	857.32	37,974.37	805.22	842.89	5,545.33					975.30	7,445.04			1,327.40	2,654.80				
31	39,860.78	711.04	32,111.37	634.42	673.83	856.28					6,150.93	1,778.75			924.60	770.50				
S-31	14,928.42	764.85	10,067.14	690.95	375.84	7,830.00					1,891.12	822.23	2,594.32	997.81						
32	22,583.92	1,068.38	11,223.97	1,140.88	1,699.37	656.63	9,660.58	1,160.56												
33	34,641.75	821.52	29,578.94	793.04	1,374.14	1,145.12	3,688.67	1,005.09												
34	30,873.47	1,188.35	30,873.47	1,192.81																
35	56,435.82	818.23	45,088.74	870.86	786.30	355.79	9,700.74	672.82							846.09	1,936.13			13.95	104.89
36	7,990.33	488.47	7,739.22	480.16	251.11	1,046.29														
37	50,660.35	1,800.29	24,856.28	1,054.04			1,196.30	1,663.84					9,015.79	3,218.78	15,591.98	15,021.17				
38	29,978.42	1,486.66	23,953.15	1,425.69									6,025.27	1,791.10						
39	40,312.56	977.22	26,158.53	771.71	13,880.92	2,107.96	149.16	599.04							123.95	237.91				
40	58,464.32	1,006.39	58,202.27	1,057.43	262.05	85.86														
S-40	23,370.80	1,007.80	23,370.80	1,007.80																
41	7,409.99	789.13	7,156.96	795.14											253.03	650.46				
S-41	25,676.33	1,244.73	25,104.69	1,337.63	212.69	409.02					358.95	267.87								
42	39,263.61	847.00	38,422.51	895.20			841.10	244.86												
43	36,886.24	770.57	35,523.07	742.09									1,363.17	85.73						
44	28,543.85	680.82	18,456.88	753.44	7,747.66	900.89					606.43	249.05			1,732.88	543.05				
45	37,405.98	982.20	34,083.00	1,124.07	3,256.98	494.16									66.00	70.97				
46	12,685.37	613.80	12,685.37	613.80																
47	37,432.12	688.82	28,273.21	660.84	9,045.35	817.99											113.56	227.12		
48	42,526.65	654.89	21,757.50	634.05	2,802.15	349.13	17,967.00	795.14												
49	30,157.69	564.17	24,203.87	561.82	66.91	213.77	5,556.94	562.44					191.40	213.62			138.57	554.28		
S-49	7,776.00	551.33	7,776.00	551.33																
50	13,302.14	524.92	13,181.45	524.30			120.69	603.45												
51	761.96	260.08	88.95	260.08															673.01	
54	970.84	135.53											970.84	135.53						
TOTAL	$ 1,625,879.45	934.71	$1,273,159.66	$ 905.97	$ 107,027.21	$1,311.76	$ 114,590.30	$ 812.42	$ 21,618.54	$2,495.21	$15,485.93	$ 840.30	$31,132.52	$1,010.69	$52,945.04	$3,467.16	$ 621.84	$434.85	$9,298.41	$ 248.07

ANNUAL REPORT

OF THE

ELECTRICAL DIVISION

NEW JERSEY STATE HIGHWAY
DEPARTMENT

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FOR THE YEAR

1943

ANNUAL REPORT

OF THE

ELECTRICAL DIVISION

NEW JERSEY STATE HIGHWAY

DEPARTMENT

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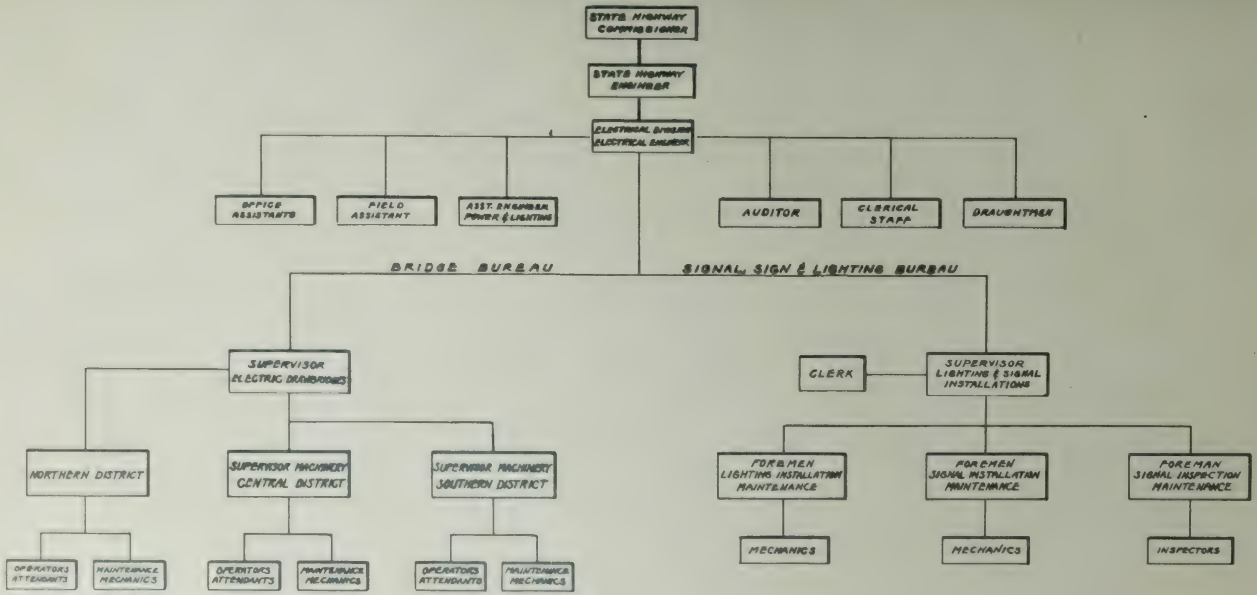
FOR THE YEAR

1943


STATE HIGHWAY COMMISSIONER
STATE HIGHWAY ENGINEER
ELECTRICAL DIVISION ELECTRICAL ENGINEER
OFFICE ASSISTANTS
FIELD ASSISTANT
ASST. ENGINEER POWER & LIGHTING
AUDITOR
CLERICAL STAFF
DRAUGHTMEN
BRIDGE BUREAU
SIGNAL, SIGN & LIGHTING BUREAU
SUPERVISOR ELECTRIC DRAWBRIDGES
NORTHERN DISTRICT
OPERATORS ATTENDANTS
MAINTENANCE MECHANICS
SUPERVISOR MACHINERY CENTRAL DISTRICT
OPERATORS ATTENDANTS
MAINTENANCE MECHANICS
SUPERVISOR MACHINERY SOUTHERN DISTRICT
OPERATORS ATTENDANTS
MAINTENANCE MECHANICS
CLERK
SUPERVISOR LIGHTING & SIGNAL INSTALLATIONS
FOREMEN LIGHTING INSTALLATION MAINTENANCE
MECHANICS
FOREMEN SIGNAL INSTALLATION MAINTENANCE
MECHANICS
FOREMAN SIGNAL INSPECTION MAINTENANCE
INSPECTORS

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION ORGANIZATION

1942-1943

ANNUAL REPORT - 1943

ELECTRICAL DIVISION

APRIL 1, 1944

Mr. C. F. Bedwell,

Acting State Highway Engineer,

State House Annex,

Trenton 1, New Jersey.

Dear Sir:

The Annual Report of the Electrical Division for the year 1943 is herewith respectfully submitted.

The activities of the Division throughout the year were confined to the operation of our thirty-five (35) movable span bridges and the maintenance of their operating machinery, and to the maintenance of highway lighting, traffic signals and electric cautionary and directional signs.

Virtually no new construction work was undertaken.

Respectfully submitted,

James L Hays

James L. Hays
Electrical Engineer

ANNUAL REPORT - 1943

ELECTRICAL DIVISION

ORGANIZATION

The functions of the Electrical Division may be classified under the following captions:

A. ADMINISTRATION

B. ENGINEERING

C. DRAWBRIDGE OPERATION AND MACHINERY MAINTENANCE

D. HIGHWAY SAFETY LIGHTING PROGRAMS:

   (a) - 100% State Lighting

   (b) - County Reimbursement Lighting

   (c) - Municipal Reimbursement Lighting

E. TRAFFIC SIGNAL CONSTRUCTION AND MAINTENANCE

F. ELECTRIC SIGN CONSTRUCTION AND MAINTENANCE

G. MISCELLANEOUS CONSTRUCTION AND MAINTENANCE

An organization chart of the Electrical Division is included in the preceding pages.

FINANCIAL REPORT

On page 18 there is presented tabulation comparing budget appropriation, expenditures and commitments for the Electrical Division for the fiscal year 1943. Funds in the total amount of $1,276,614.83 were made available, with expenditures and commitments for the year amounting to $1,103,873.51, leaving a balance of funds as of December 31, 1943, in the amount of $172,741.32. Further details of expenditures by work operation are given on page 19.

A comparison of expenditures by the Division for the years 1942 and 1943 is given on page 20, from which it will be noted that total expenditures and commitments for the current year were less by the amount of $333,529.07.

1. DRAWBRIDGES

Expenditures for Operation of Bridges for the year 1943 exceeded that for 1942 by the amount of $31,846.36. A comparison of costs by bridges between the years 1942 and 1943 is detailed on page 21.

Two new bridges were added during the year, bringing the total number of movable span bridges to thirty-five. The Hudson and Manhattan Bridge, Passaic River, Newark, was placed in operation on May 26, and the Cape May Canal Bridge, Route 4, was placed in operation on October 3rd. These two bridges added $7,921.17 to the expenditures for bridge operation.

For the remaining thirty-three bridges there was an increase in operating expense in the amount of $23,925.19. This increase was due to employment of additional bridge personnel necessary to complete the full complement of operators, attendants and mechanics for the draw operation and machinery maintenance of our bridges and to provide necessary vacation and sick leave relief.

2. HIGHWAY LIGHTING

Referring again to the comparison of expenditures for the years 1942 and 1943, page 20, it is noted that highway lighting costs were reduced during the year by the amount of $153,658.72.

The major portion of this reduction in highway lighting cost, amounting to approximately $96,000.00, was effected through the completion of the war emergency lighting curtailment program instigated by Commissioner Miller in May, 1942. A detailed analysis of this program is presented on pages 57 - 63. No new construction was undertaken during the year and further savings resulted from the reduction in the number of employees normally engaged in highway lighting activities, through curtailment in the use of cars, trucks and equipment and because of the necessary reduction in maintenance operations.

Detailed expenditures for 100% State Highway Lighting, by utility companies, is presented on page 22; expenditures for County reimbursement lighting by counties are shown on page 39, while similar tabulation under our municipal reimbursement program is given on page 40. Detailed expenditures for County lighting by municipalities and townships are presented on pages 41 to 56.

3 - 4. TRAFFIC SIGNALS AND ELECTRIC SIGNS

The comparison of expenditures 1942 - 1943, page 20, shows a saving during the year in the amount of $85,560.21 for traffic signal and electric sign operation, maintenance and construction. This reduction was due primarily to curtailment of new installations, and for further reasons as explained above under the caption "Highway Lighting".

REPORT OF OPERATIONS

DRAWBRIDGES

During the year two new bridges, the Hudson and Manhattan Bridge over the Passaic River at Newark and the Route 4 Bridge over the newly constructed Cape May Canal at Cape May, were added to the bridges operated by this Division, bringing the total number of movable span bridges to thirty-five. The Hudson and Manhattan Bridge is of two-level construction, the draw of which is operated by the Pennsylvania Railroad, while attendants are provided by the Highway Department for traffic signal and gate operation of the upper highway level. The Cape May Canal Bridge is a small temporary wooden structure of the swing draw type, built by the Army Engineers Corps. The Hudson and Manhattan Bridge has increased the number of openings of our Class II bridges by approximately 100%, while the openings of the Cape May Canal Bridge are approximately 22% of the Class III bridge openings.

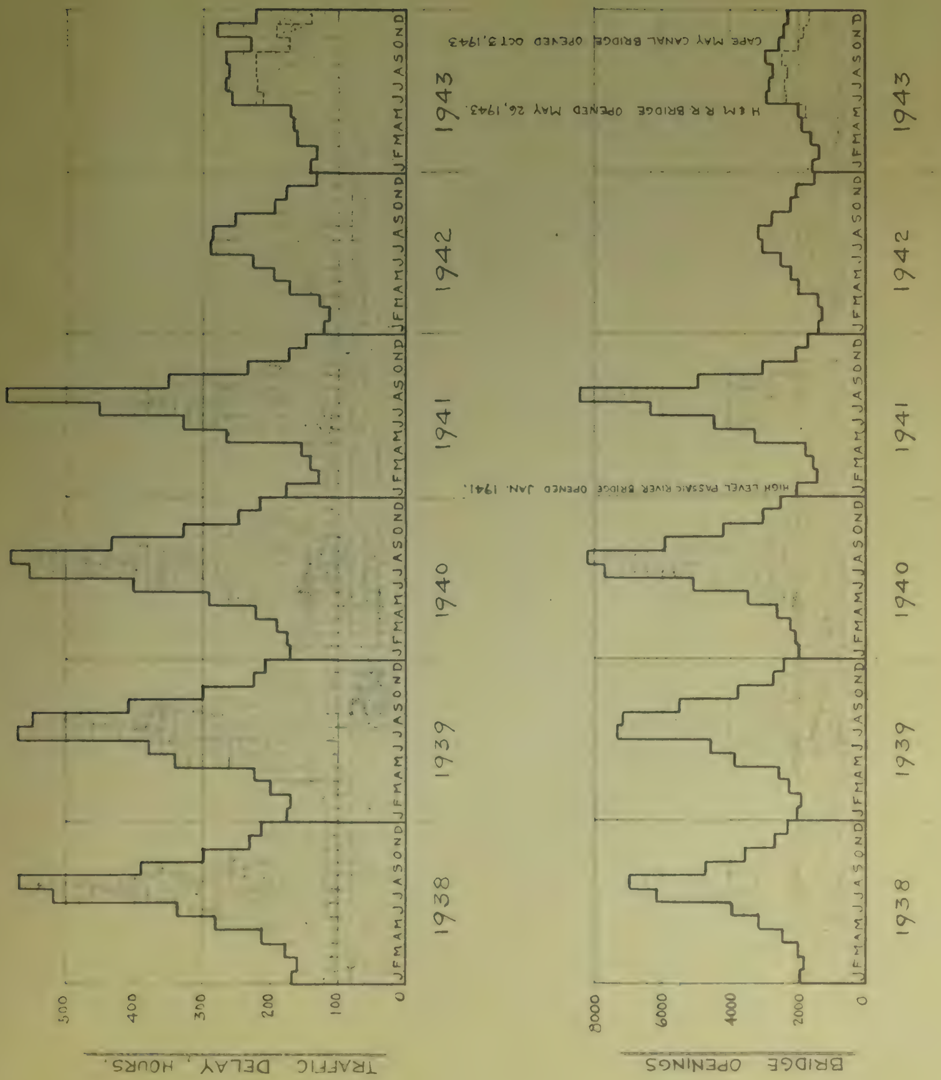
On October 8, the new high level Cheesequake Creek Bridge, Route 35, at Morgan, was opened to highway traffic and the operation of the old low level bridge ceased on that date, after some thirty years of service. The new structure is of the single leaf bascule type, the draw span having an underclearance of twenty-five (25) feet above mean high tide; and the bridge proper, with its approaches, provides two thirty-two (32) foot traffic lanes separated throughout by four-foot center island.

Drawbridge operational data for the year covering test openings, boat openings and delay to highway traffic are presented on pages 24 to 37. In addition, there are presented a series of graphs depicting "Bridge Openings" and "Traffic Delay, Hours" by months for the years 1938 to 1943, inclusive, pages 5 to 8.

The first graph, page 5, giving data for all bridges, indicates quite clearly the marked reduction of marine traffic during the war years of 1942 and 1943. The pronounced increase in river traffic during the summer months of each year is clearly shown.

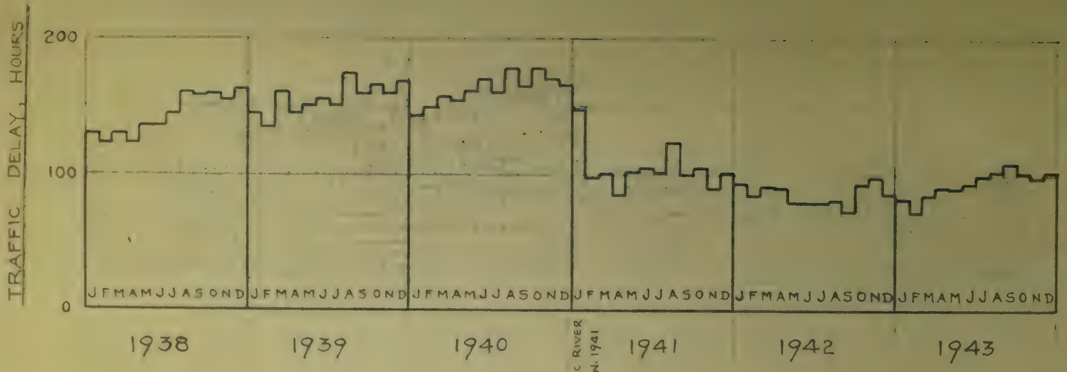
BRIDGE OPENINGS - TRAFFIC DELAY

ALL BRIDGES



BRIDGE OPENINGS - TRAFFIC DELAY

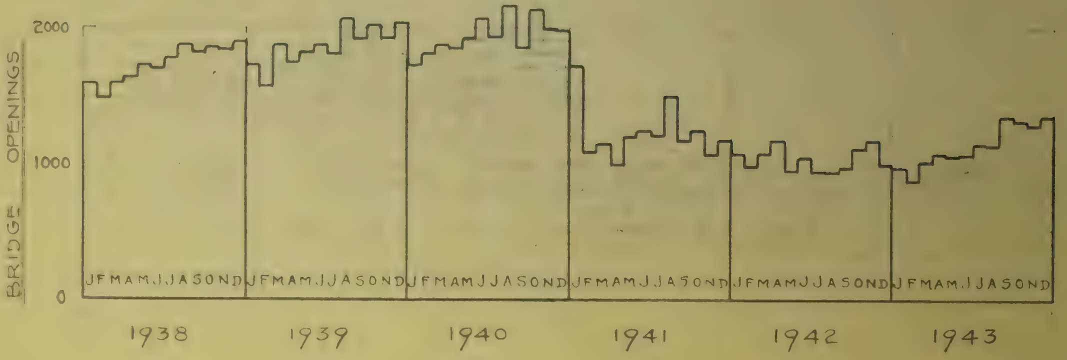
CLASS I BRIDGES



HIGH LEVEL PASSAIC RIVER
BRIDGE OPENED JAN. 1941

PER CENT OPENINGS

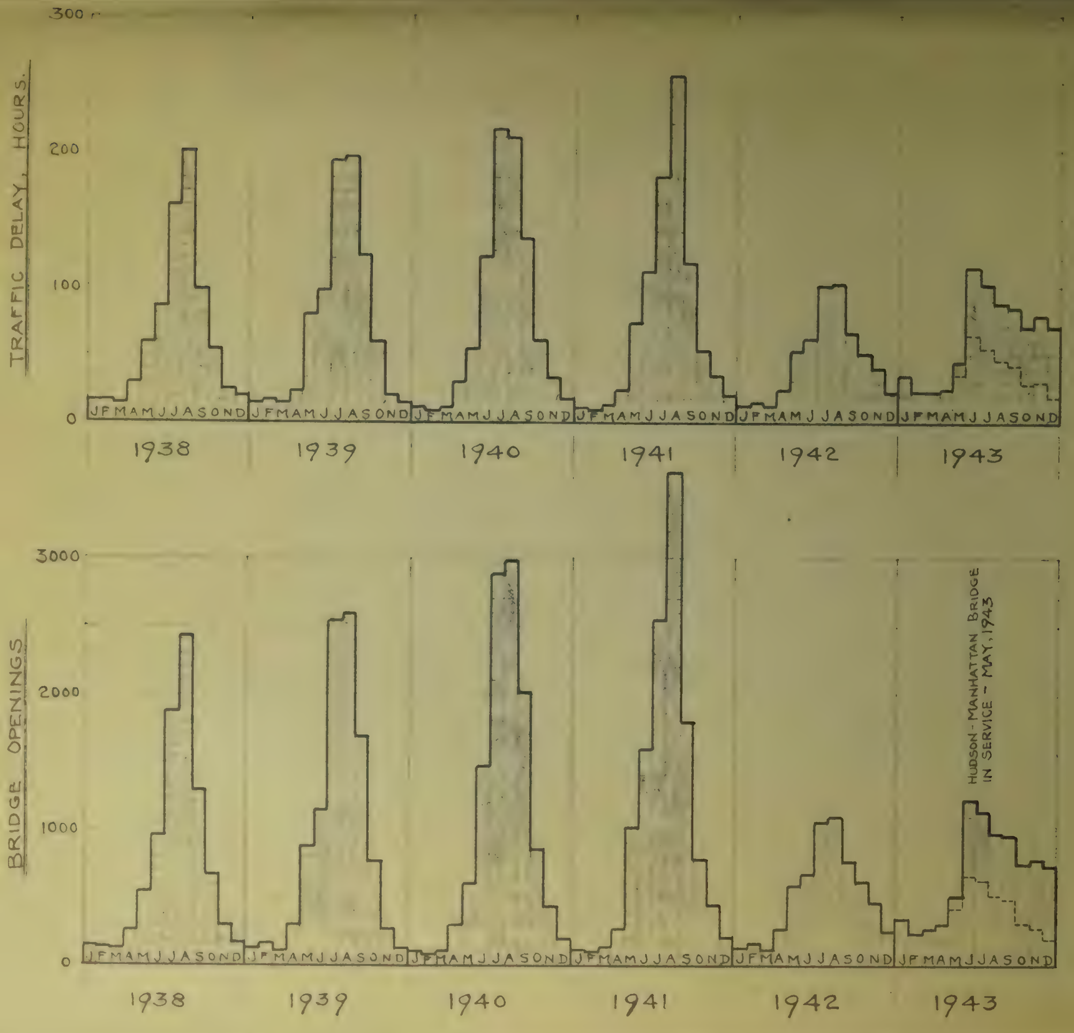
ROUTE	BRIDGE	% TOTAL OPENINGS
4	VICTORY	20%
10	WITTPENN	7
25	COOPER RIVER	4
25M	PASSAIC RIVER	8
25M	HACKENSACK RIVER	61



BRIDGE OPENINGS - TRAFFIC DELAY

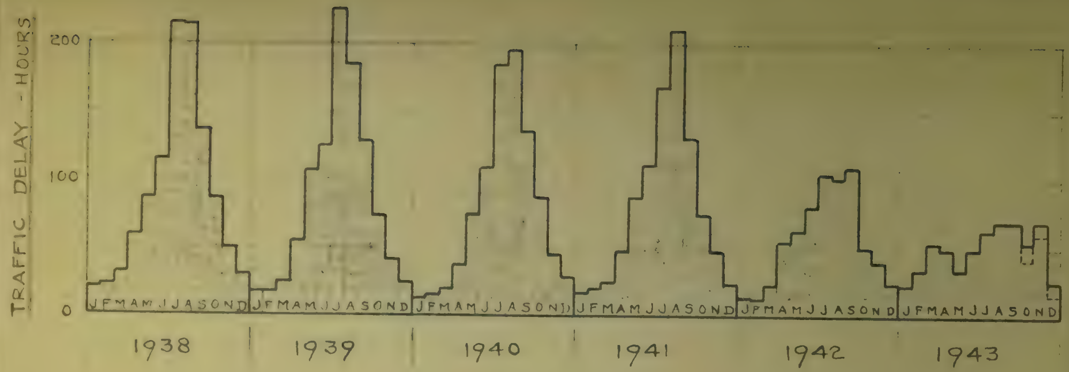
CLASS II BRIDGES

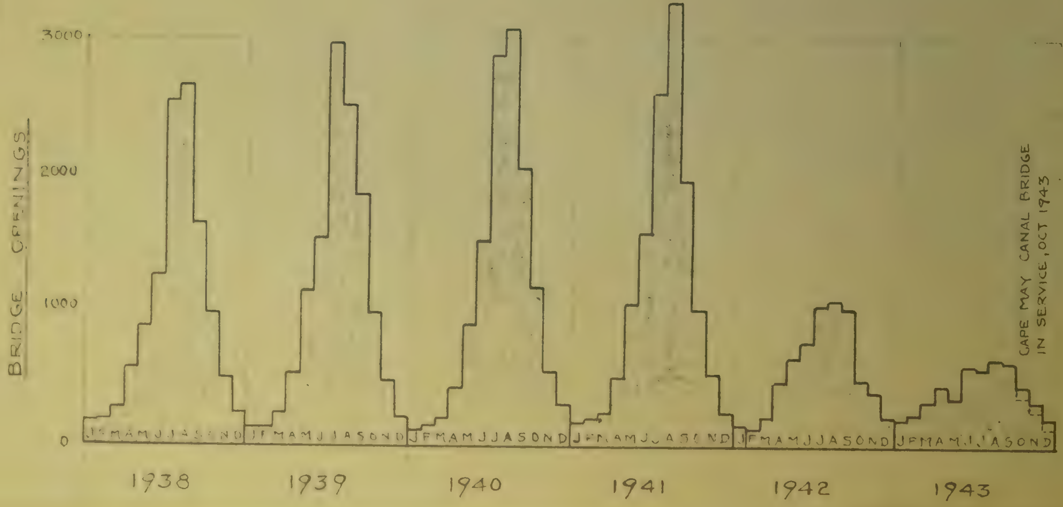
ROUTE	BRIDGE	PER CENT OPENINGS JAN - MAY	PER CENT OPENINGS JUNE - DEC
3	HACKENSACK RIVER	7%	3%
4N	SHARK RIVER	20½	8
6E	HACKENSACK RIVER	6	2
35	MANASQUAN RIVER	18	10
35	SHARK RIVER	20	8
35	CHEESEQUAKE CREEK	17	4
36	SHREWSBURY RIVER	2½	2
52	OCEAN CITY	9	10
25A	H & M RAILROAD	—	53



BRIDGE OPENINGS - TRAFFIC DELAY

CLASS III BRIDGES





CAPE MAY CANAL BRIDGE
IN SERVICE, OCT 1943

ROUTE	BRIDGE	PER CENT OPENINGS	
		JAN. SEPT.	OCT. - DEC.
4	CAPE MAY CANAL	–	22.2%
4	NACOTE CREEK	.4	.7
4	MULLICA RIVER	7.0	7.7
4	BASS RIVER	1.3	1.1
13E	LOVELANDTOWN CANAL	17.2	9.2
25	RANCOCAS CREEK	2.3	1.8
34	MANASQUAN RIVER	2.1	2.7
35	INLAND WATERWAY	15.3	14.7
35	MATAWAN CREEK	.5	.8
37	ISLAND HEIGHTS	24.0	11.2
S40	MANAHAWKIN	9.6	7.2
44	OLDMANS CREEK	2.9	2.4
44	RACCOON CREEK	8.3	5.1
44	MANTUA CREEK	2.7	4.1
44	WOODBURY CREEK	1.0	1.8
49	ALLOWAYS CREEK	.2	.3
49	COHANSEY RIVER	.9	.6
49	MAURICE RIVER	.8	.8
49	MENANTICO CREEK	.9	1.2
50	TUCKAHOE RIVER	.9	1.1
52	SOMERS POINT	1.7	3.2

On the second graph, page 6, data are given for the five Class I bridges. Here we note the absence of summer peaks, since the streams spanned by these bridges are devoted almost exclusively to cargo vessels. A significant reduction in bridge openings is noted in February, 1941, following the opening of the new high level Passaic River Bridge. By way of comparison, the average number of openings per month for the old low level Passaic River Bridge was 931, whereas the average for the new bridge is only 133 openings per month.

The third and fourth graphs, pages 7 - 8, cover the Class II and Class III bridges respectively, and here the variation between summer and winter marine traffic is very pronounced and is attributable to operation during the summer months of large numbers of pleasure and fishing boats. With the opening of the Hudson and Manhattan Bridge in May, 1943, the number of bridge openings of the Class II bridges increased approximately 100%.

A. PERSONNEL

The State-owned and operated drawbridges have not been previously classified in any manner, excepting that three bridges - namely, the Hackensack and Passaic Bridges, Route 25M, and the Wittpenn Bridge, Route 10 - have carried the classification "Metropolitan District". On these three bridges the operating personnel consists of Chief Operator, Assistant Chief Operator, Operator (ED-MD) and Attendants (ED-MD); the remaining bridges throughout the State being manned by Operators (ED) and/or Attendants (ED).

The salary ranges, as established by the Civil Service Commission, for Operators and Attendants apply to all bridges, other than those designated as "ED-MD", without respect to type of bridge, number of bridge openings, location of bridge or to any of the other many pertinent factors having a direct bearing upon the responsibilities and duties imposed upon the operating personnel.

For the purposes of supervision and maintenance of bridges, the State is divided geographically into three districts; Northern, Central and Southern. The three so-called Metropolitan District bridges are located in the Northern District and, with only two exceptions, all of the bridges where Operators are now employed are also located in the Northern District. In the Central and Southern Districts, with the two exceptions noted, where twenty-six of our thirty-five bridges are located, Attendants only are now employed and in every case these Attendants are actually operators. Under such an arrangement, promotion from one grade to a higher grade is virtually impossible without the necessity of the employee moving from one District to another.

It is immediately obvious that conditions as above described are not only illogical and unfair to the personnel, but that they make for discontent among the men.

Accordingly, an exhaustive study has been made of the characteristics of all movable span bridges, with due account being taken of all factors affecting operations, with a view to the logical classification of our bridges and bridge employees. The basic characteristics which have been determined as necessary and desirable for the establishment of a formula for the determination of bridge classifications are as follows:

1 Bridge Openings - 1941
2. Operation Characteristics
3. Main Horsepower
4. Daily Highway Traffic Volume
5. Valuation of Operating Machinery & Equipment
6. Valuation of Movable Span
7. Average Yearly Maintenance Cost
8. Percent Commercial Highway Traffic
9. Percent Commercial Marine Traffic
10. Location
11. Personnel Per Shift

A detailed study was made of each bridge, and its basic characteristics were evaluated and weighed, and the bridges were in this manner grouped into three classes as listed on the following page.

DRAWBRIDGE CLASSIFICATION

BRIDGE	LOCATION	TYPE
	CLASS I	
Raritan (Victory)	Perth Amboy	Swing Draw
Cooper River	Camden	Double Leaf
Hackensack, Rt. 25M	Kearny	Double Leaf
Passaic River	Newark	Vertical Lift
Hackensack, Rt.10 (Wittpenn)	Jersey City	Vertical Lift
	CLASS II	
Hackensack, Rt. 3	Secaucus	Double Leaf
Shark River, Rt. 4N	Belmar	Double Leaf
Hackensack, Rt. 6E	Little Ferry	Double Leaf
Manasquan, Rt. 35	Point Pleasant	Double Leaf
Shark River, Rt. 35	Belmar	Single Leaf
Shrewsbury River	Highlands	Double Leaf
Ocean City	Ocean City	Single Leaf
Cheesequake	Morgan	Single Leaf
	CLASS III	
Rancocas Creek	Bridgeboro	Single Leaf
Manasquan, Rt. 34	Manasquan	Single Leaf
Inland Waterway	Point Pleasant	Double Leaf
Oldmans Creek	Nortonville	Vertical Lift
Raccoon Creek	Bridgeport	Vertical Lift
Mantua Creek	Paulsboro	Vertical Lift
Mullica River	Smithville	Double Leaf
Bass River	New Gretna	Single Leaf
Woodbury Creek	Woodbury	Single Leaf
Cohansey River	Bridgeton	Single Leaf
Maurice River	Millville	Swing Draw
Tuckahoe River	Tuckahoe	Single Leaf
Island Heights	Island Heights	Single Leaf
Manahawkin	Manahawkin	Single Leaf
Somers Point	Somers Point	Single Leaf
Lovelandtown Canal	Lovelandtown	Swing Draw
Hudson-Manhattan, Rt. 25A	Newark	Swing Draw
Alloways Creek (Hand)	Quinton	Swing Draw
Nacote Creek (Hand)	Smithville	Single Leaf
Matawan Creek (No Boats)	Keyport	Single Leaf
Menantico Creek (No Boats)	Millville	Swing Draw

Under the proposed classification of bridges there would be one Class I bridge in the Southern District, one in the Central District and three in the Northern District. In like manner, there would be at least one Class II bridge in each of three districts and there would be Class III bridges in the Southern and Central Districts. This distribution of bridges throughout the State is extremely important in that it provides for advancement of bridge personnel in all of the districts.

The various classes of bridges will be manned by the following personnel:

		RELIEF		
	OPERATING	REGULAR	VACATION & SICK LEAVE	TOTAL
Chief Operators	5	-	-	5
Asst. Chief Operators	10	-	-	10
Operators, Grade I	15	6	-	21
" " II	24	8	2	34
" " III	54	7	4	65
Attendant, Grade I	15	4	4	23
" " II	33	1	0	34
TOTAL:	156	26	10	192

The classification of our drawbridges and the reclassification of operating personnel, as developed in this study, represents a forward step that is considered not only desirable but essential to the proper and efficient operation and maintenance of the growing number of bridges. Through the adoption of this program certain lasting benefits will accrue to both the State and the Bridge employees, as summarized below.

(a) The formula herein developed provides a permanent means for the future classification of all new bridges; and would be employed, from time to time, for the reclassification of existing bridges as changing conditions demand.

(b) As new bridges are added or existing bridges changed in classification, all problems relating to personnel requirements and wages would become automatically solved, through application of the formula.

(c) Under the proposed classification of bridges all employees having the same responsibilities and performing the same duties would fall within the same salary ranges. A condition that does not now obtain.

(d) The confusion and dissatisfaction arising from the majority of our bridges being operated without "Operators" - having, instead, "Attendants" in charge - will be eliminated through the adoption of the proposed formula.

(e) Due to the present lack of a logical bridge classification and, more especially, since the only bridges presenting advancement possibilities are located in the New York metropolitan area, promotions are seldom possible without the necessity of employees moving from one district to another and usually to a more northern location where living conditions are less favorable and more expensive. Under the proposed formula, advancement will be possible within the area of each of the three bridge districts.

(f) The proposed classification of bridges and reclassification of personnel assignments with salaries commensurate with duties and responsibilities, and possibilities of advancement within all districts, will serve as inducements to enter and remain in the service. Such inducements are wholly lacking at present.

(g) The morale of bridge operating employees - essential to the efficient and safe operation of our bridges, and essential to a minimum labor turnover - will be improved to a marked extent through the adoption of the proposed bridge classification and the reclassification of personnel.

(h) Labor agitations, on the part of individual groups or through various organizations, are becoming more prevalent. The adoption of the proposed formula will do much to reduce, if not eliminate, all such agitations.

Under date of August 12, 1943, the Civil Service Commission approved the foregoing bridge reclassification, excepting only the matter of location of present personnel. It is anticipated that the Civil Service Commission will be prepared to place the whole plan in operation early in 1944.

B. BRIDGE OPERATIONS

On page 24 there is shown for the year, for each of the thirty-five movable span bridges, the number of repair and test openings, the number of boat openings, and the number of minutes each bridge was closed to highway traffic. Pages 25 to 32 show similar data for each of the bridges by months of the year; while on pages 33 to 37 there is presented data comparing bridge operations for the years 1940, 1942 and 1943. It will be noted from page 37 that the number of boat openings during 1943 increased by 1,553 over those for the previous year; whereas, compared with the year 1940 there were 21,839 fewer openings in 1943. Reference has been made on previous pages to the operating characteristics of our several classes of bridges.

C. DEFENSE LIGHTING

As covered in the 1942 Annual Report, lighting units have been installed on thirty-two movable span bridges and thirteen fixed span bridges, so positioned as to illuminate bridge piers and abutments. These installations were made at the instance of the New Jersey State Guard and of the United States Army and have been of material aid to these bodies and to the State Police and Motor Vehicle Department, as well as local police, in patrolling for the detection and prevention of sabotage. While on some bridges this lighting is not now used, it is still maintained and serves its original purpose on the majority of bridges.

HIGHWAY SAFETY LIGHTING

Highway Safety Lighting, for which the State is responsible, is classified under the three following programs:

A. 100% State
B. County Reimbursement
C. Municipal Reimbursement

On page 38 there is presented a tabulation showing a comparison over the past six years of a number of locations and the number and sizes of lighting units included in our Highway Safety Lighting programs.

It will be found that the greatest number of highway lighting units, 12,870, were in operation at the end of 1941. This number was decreased by approximately 750 during the year 1942 and further decreased during the year 1943 by 2,175 units, bringing the total number of units in operation as of December 31, 1943, to 9,956. This decrease is accounted for in detail under the following heading "War Emergency Reduction of Highway Lighting".

HIGHWAY LIGHTING WAR EMERGENCY REDUCTION PROGRAM

In the Annual Report of this Division for the year 1942 reference is made to a program directed by Commissioner Miller covering the curtailment of Highway Safety Lighting throughout the State in keeping with the marked reduction in traffic volumes and speeds obtaining under the present war emergency.

Based upon an exhaustive survey conducted at night during the latter part of 1942 and the early months of 1943, it was found possible, without sacrifice of safety, to reduce in candle power a total of 2,846 lighting units and to disconnect from service a total of 3,104 units.

Under this War Emergency Curtailment Program there was effected a saving in 100% State Lighting for the year, of $50,745.00; and a further saving to the State under our County and Municipal Reimbursement Program of $45,383.00, or a total saving to the State during the year in the amount of $96,129.00.

On pages 57 to 63 inclusive, there are presented data covering the War Emergency Curtailment Program in detail.

WAR EMERGENCY COASTAL DIMOUT

The 1942 Annual Report includes reference to regulations issued by the Federal Government on April 27th of that year directing the dimout of highway lighting units along the Eastern seaboard for a distance of approximately ten miles inland.

Effective November 1, 1943, the United States Army suspended these dimout restrictions and immediately thereafter all lighting units affected by the dimout regulations, excepting those State-owned, were restored to normal condition. The following tabulation covers the total number of lamps dimmed out, those restored to normal operation and existing lamps remaining dimmed out.

	TOTAL LAMPS DIMMED OUT	LAMPS RESTORED	LAMPS STILL DIMMED OUT
JERSEY CENTRAL POWER AND LIGHT COMPANY			
Municipal Reimbursement	548	548	0
County Reimbursement	45	45	0
100% State (Utility Co. Equipment)	75	75	0
100% State-Owned (Edison Bridge)	16	0	16
100% State-Owned (Asbury Avenue Circle)	21	0	21
ATLANTIC CITY ELECTRIC COMPANY			
Municipal Reimbursement (Utility Company Equipment)	69	69	0
County Reimbursement (Utility Company Equipment)	90	90	0
100% State (Utility Company Equipment)	215	215	0
PUBLIC SERVICE ELECTRIC AND GAS COMPANY			
100% State-Owned	258	0	258
100% State-Owned (Edison Bridge)	15	0	15
100% State-Owned (Pulaski Skyway)	41	41	0
TOTALS:	1393	1083	310

HIGHWAY TRAFFIC SIGNALS

The highway traffic signals maintained by the State as of December 31, 1943, 132 in number, are listed on pages 64, 65 and 66, showing route number, location and type of signals. It is to be noted that the total number of signals remains the same as of December 31, 1942.

The new traffic signals installed during the year and those removed from service are shown on page 67. On page 68 there is presented a monthly summary covering routine traffic signal inspections and emergency calls made during the year, together with a comparison of similar data for 1942.

As mentioned in the 1942 Annual Report, the Traffic Engineer of the Motor Vehicle Department and the writer have made a complete study covering the operating characteristics of all State-maintained traffic signals with the view to converting, where feasible, signals of the "Normal Out" type to "Normal Green" operation. The results of this study are presented on page 69, showing that twenty-two (22) signals were so converted during the year.

In addition, a second joint study was made with the view to determining in what manner the operating characteristics of traffic signals might be changed or modified to obtain improved control of vehicular movements under existing traffic volumes. Accordingly, as shown on pages 70, 71 and 72, six traffic signals have been retimed, fourteen flashing mechanisms have been applied to existing signals, and sixteen signals, normally traffic actuated, have been converted to signals of the flashing type.

ELECTRIC CAUTIONARY AND DIRECTIONAL SIGNS

On page 73 and 74 there are presented tabulations covering electric cautionary and directional signs in service as of December 31, 1943, showing job number, route number, location, kind and type of sign. It will be found that the total number of electric signs at the end of this year shows an increase of eighteen (18) since December 31, 1942. Details covering signs placed in service during the year are shown on pages 75 and 76. It will be noted from page 75 that at five locations throughout the State a total of fifty (50) electric signs, already authorized, have not been completely installed pending the return to normal highway traffic volumes.

SCHEDULE SHOWING 1943 BUDGET AND 1943 EXPENDITURES AND COMMITMENTS

BUDGET

1. Operation of Bridges		
A. Salaries, Coal, Misc.	$327,410.00	
B. Necessary Major Repair	25,000.00	
C. Lighting and Electric Power	45,590.00	$ 398,000.00
2. Highway Lighting		
A. Current (State)	$237,700.00	
B. Maintenance (State)	15,000.00	
C. New Installations (State)	10,000.00	
D. Municipal and County Aid	317,000.00	579,700.00
3. Traffic Signals & Electric Beacons		
A. Current	$ 25,300.00	
B. Maintenance	54,000.00	
C. New Installations	13,000.00	92,300.00
4. Electric Directionary Signs		
A. Current	$ 20,200.00	
B. Maintenance	33,000.00	
C. New Installations	5,000.00	58,200.00
1943 BUDGET REQUEST		$1,128,200.00
LESS: Budget Request Adjustment		393,200.00
TOTAL APPROPRIATED 1943		$ 735,000.00
ADD: Balance of Funds and Commitments January 1, 1943		541,614.83
		$1,276,614.83

EXPENDITURES AND COMMITMENTS

1. Operation of Bridges		
A. Salaries, Coal, Material, Machine Repair, Lighting & Power	$373,760.70	
B. Commitments	4,530.00	$ 378,290.70
2. Highway Lighting		
A. Current, Maintenance & Installations (State)	$165,201.19	
B. Commitments	12,713.92	
C. Municipal and County Aid	252,892.48	
D. Commitments	99,682.75	530,490.34
3-4. Traffic Signals, Electric Beacons And Electric Directionary Signs		
A. Current, Maintenance & Installation	$ 83,091.55	
B. Commitments	112,000.92	195,092.47
TOTAL EXPENDITURES AND COMMITMENTS		$1,103,873.51
BALANCE OF FUNDS DECEMBER 31, 1943		172,741.32
		$1,276,614.83

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

STATEMENT OF EXPENDITURES FOR THE YEAR 1943 BY WORK OPERATION

	AMOUNT	TOTALS
1. OPERATION AND MAINTENANCE OF BRIDGES		
A. Operation	$310,887.24	
B. Machine Repair	36,257.81	
C. Lighting	26,615.65	$ 373,760.70
2. HIGHWAY LIGHTING		
A. Current (State)	$160,128.09	
B. Maintenance (State)	4,795.22	
C. New Installations (State)	277.88	
D. Municipal & County Aid	252,892.48	418,093.67
3. TRAFFIC SIGNALS AND ELECTRIC BEACONS		
A. Current	$ 16,010.06	
B. Maintenance	27,256.25	
C. New Installations	4,823.01	48,089.32
4. ELECTRIC DIRECTIONARY SIGNS		
A. Current	$ 17,114.09	
B. Maintenance	15,616.05	
C. New Installations	2,272.09	35,002.23
TOTAL EXPENDITURE		$ 874,945.92
COMMITMENTS DECEMBER 31, 1943		228,927.59
TOTAL EXPENDITURE AND COMMITMENTS		$1,103,873.51

JERSEY STATE HIGHWAY DEPARTMENT

[illegible]

COMPARISON OF EXPENDITURES FOR THE YEARS 1942 AND 1943

	1942		1943		VARIANCE
1. OPERATION OF BRIDGES					
A. Salaries, Coal, Material, Machine Repair, Lighting & Power	$339,502.24		$373,760.70		
B. Commitments	6,942.10	$ 346,444.34	4,530.00	$ 378,290.70	$ + 31,846.36
2. HIGHWAY LIGHTING					
A. Current Maintenance & Installation(State)	$262,774.14		$165,201.19		
B. Commitments	7,625.00		12,713.92		
C. Municipal & County Aid	319,696.58		252,892.48		
D. Commitments	94,053.34	684,149.06	99,682.75	530,490.34	- 153,658.72
3-4. TRAFFIC SIGNALS & ELECTRIC SIGNS					
A. Current, Maintenance & New Installations	$168,571.40		$ 83,091.55		
B. Commitments	112,081.28	280,652.68	112,000.92	195,092.47	- 85,560.21
5. ACCIDENT INVESTIGATION & TRAFFIC SURVEY	$126,156.50	126,156.50	$ 0	0	- 126,156.50
TOTAL EXPENDITURES & COMMITMENTS		$1,437,402.58		$1,103,873.51	$ - 333,529.07
Balance December 31st		320,913.11		172,741.32	- 148,171.79
TOTAL FUNDS AVAILABLE		$1,758,315.69		$1,276,614.83	$ - 481,700.86

[illegible] DIVISION

COMPARISON OF OPERATING COST OF DRAWBRIDGES

1942 AND 1943

Mile Post	Name of Bridge		1942 Salary	1942 Operating Expense	1942 TOTAL	1943 Salary	1943 Operating Expense	1943 TOTAL
2.[illegible]/3	Hackensack River	Secaucus	$ 12,647.38	$ 3,093.95	$ 15,741.33	$ 12,232.23	$ 2,765.53	$ 14,997.76
[illegible].4/4	Cape May Canal	Cape May	0	0	0	2,124.54	268.06	2,392.60
51.3/4	Nacote Creek	Smithville	2,945.78	438.82	3,384.60	3,308.23	293.14	3,601.37
53.0/4	Mullica River	Smithville	3,604.66	883.27	4,487.93	5,849.89	956.02	6,805.91
56.7/4	Bass River	New Gretna	2,861.97	385.22	3,247.19	4,917.67	417.10	5,334.77
135.1/4	Raritan River	Perth Amboy	14,841.15	1,628.07	16,469.22	16,947.29	1,215.57	18,162.86
7[illegible].8/4N	Shark River	Belmar	9,021.12	1,474.85	10,495.97	9,613.89	1,171.92	10,785.81
4.0/6E	Hackensack River	Little Ferry	10,341.68	2,759.09	13,100.77	12,088.51	2,665.43	14,753.94
50.5/10	Hackensack River	Jersey City	23,353.22	4,301.19	27,654.41	22,315.29	3,496.80	25,812.09
0.1/13	Lovelandtown Canal	Bay Head	5,449.31	967.11	6,416.42	3,434.15	740.37	4,174.52
0.6/28	Cooper River	Camden	10,303.38	2,718.93	13,022.31	10,669.30	2,116.10	12,785.40
12.7/25	Rancocas Creek	Bridgeboro	4,894.89	1,266.64	6,161.53	4,984.18	984.46	5,968.64
56.7/25M	Passaic River	Newark	20,450.35	7,819.46	28,269.81	15,724.93	7,191.75	22,916.68
57.8/25M	Hackensack River	Kearny	20,203.57	4,639.51	24,843.08	21,001.50	3,706.17	24,707.67
250.0/25	Hudson-Manhattan	Newark	0	0	0	5,152.84	375.73	5,528.57
3.2/34	Manasquan River	Manasquan	5,183.36	1,364.67	6,548.03	6,861.37	1,443.18	8,304.55
8.6/35	Inland Waterway	Point Pleasant	7,316.26	1,097.27	8,413.53	8,614.75	919.66	9,534.41
11.4/35	Manasquan River	Brielle	11,838.00	1,456.08	13,294.08	12,455.04	1,017.22	13,472.26
18.1/35	Shark River	Belmar	7,579.08	1,496.41	9,075.49	5,449.40	998.28	6;447.68
41.2/35	Matawan Creek	Keyport	2,522.62	467.63	2,990.25	5,592.35	632.01	6,224.36
[illegible].9/35	Cheesequake Creek	Morgan	5,709.56	847.18	6,556.74	6,172.41	762.88	6,935.29
12.6/36	Shrewsbury River	Highlands	10,532.10	2,278.70	12,810.80	10,760.60	1,840.27	12,600.87
112.4/37	Barnegat Bay	Island Heights	5,033.55	932.23	5,965.78	4,535.21	659.21	5,194.42
5.4/44	Oldmans Creek	Nortonville	1,913.62	971.00	2,884.62	3,049.61	1,079.74	4,129.35
8.[illegible]/44	Raccoon Creek	Bridgeport	1,746.10	1,306.47	3,052.57	6,346.44	1,177.23	7,523.67
16.3/44	Mantua Creek	Paulsboro	2,098.28	870.41	2,968.69	2,736.22	981.25	3,717.47
1[illegible].9/44	Woodbury Creek	Woodbury	2,192.08	904.77	3,096.85	3,614.07	1,111.43	4,725.50
2.8/49	Alloways Creek	Quinton	1,637.93	352.11	1,990.04	3,810.45	487.56	4,298.01
[illegible]	Cohansey River	Bridgeton	1,517.20	517.37	2,034.57	4,470.93	690.98	5,161.91
26.1/49	Maurice River	Millville	3,980.24	1,053.98	5,034.22	4,750.47	912.84	5,663.31
[illegible]	Menantico Creek	Millville	2,477.64	344.02	2,821.66	4,397.74	352.55	4,750.29
[illegible]	Tuckahoe River	Tuckahoe	3,164.92	551.96	3,716.88	4,807.56	608.93	5,416.49
[illegible] *	50.1/52 Ocean City-	Somers Point	9,171.55	3,104.21	12,275.76	10,015.46	2,860.30	12,875.76
115.[illegible]	Manahawkin Bay	Long Beach	[illegible]	788.43	5,095.23	4,542.79	640.26	5,183.05
		TOTAL	$230,839.35	$53,081.01	$283,920.36	$263,347.31*	$47,539.93	$310,887.24

* 10% Salary Increase Not Included

ELECTRICAL DIVISION

100% STATE HIGHWAY LIGHTING - EXPENDITURES FOR CURRENT

1943	PUBLIC SERVICE ELEC. & GAS CO.	JERSEY CENTRAL POWER & LIGHT CO.	ATLANTIC CITY ELECTRIC CO.	NEW JERSEY POWER & LIGHT CO.	VINELAND ELECTRIC CO.	ROCKLAND ELECTRIC CO.
January	$ 9,011.33	$ 1,937.98	$ 1,352.38	$ 940.65	$ 16.67	$ 80.89
February	9,006.03	2,447.88	935.98	940.65	16.67	80.89
March	9,015.02	2,285.79	938.15	749.21	16.67	80.89
April	9,220.14	2,443.43	936.84	817.23	16.67	80.89
May	9,233.04	2,434.04	1,019.35	817.23	16.67	80.89
June	9,247.29	2,537.77	1,017.49	777.87	16.67	80.89
July	9,226.11	2,466.06	1,014.67	751.63	16.67	80.89
August	9,246.94	2,460.92	932.70	751.63	16.67	80.89
September	9,307.38	2,460.81	935.94	751.63	16.67	80.89
October	9,303.96	2,453.43	934.92	824.33	16.67	80.89
November	9,337.77	2,525.84	943.68	821.98	16.67	80.89
December	9,327.23	2,636.24	942.98	821.98	16.67	80.89
TOTALS	$110,482.24	$ 29,090.19	$11,905.08	$ 9,766.02	$200.04	$970.68

TOTALS, ALL UTILITY COMPANIES $162,414.25

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

COUNTY	COUNTY			MUNICIPAL			
COUNTY	COUNTY'S SHARE	STATE'S SHARE	TOTAL COST	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST	TOTAL STATE COST
Atlantic	$ 2,222.51	$ 2,222.51	$ 4,445.02	$ 1,903.64	$ 5,853.21	$ 7,756.85	$ 8,075.72
Bergen	2,123.03	2,123.03	4,246.06	6,031.30	16,538.80	22,570.10	18,661.83
Burlington	2,331.16	2,331.16	4,662.32	777.13	2,388.25	3,165.38	4,719.41
Camden	3,128.54	3,128.54	6,257.08	11,218.67	24,791.70	36,010.37	27,920.24
Cape May	1,077.74	1,077.74	2,155.48	95.16	236.92	332.08	1,314.66
Cumberland	1,652.91	1,652.91	3,305.82	2,851.85	6,332.05	9,183.90	7,984.96
Essex	1,231.60	1,329.60	2,561.20	7,401.37	16,933.75	24,335.12	18,263.35
Gloucester	3,082.80	3,082.80	6,165.60	3,014.66	7,660.85	10,675.51	10,743.65
Hudson	218.40	218.40	436.80	2,598.16	5,876.64	8,474.80	6,095.04
Hunterdon	689.32	689.32	1,378.64	245.00	710.44	955.44	1,399.76
Mercer	2,016.26	2,016.26	4,032.52	2,884.87	8,761.90	11,646.77	10,778.16
Middlesex	2,644.27	2,644.27	5,288.54	3,575.18	9,835.50	13,410.68	12,479.77
Monmouth	3,449.55	3,449.55	6,899.10	7,774.20	19,369.80	27,144.00	22,819.35
Morris	0	0	0	6,389.61	14,150.41	20,540.02	14,150.41
Ocean	3,109.04	3,109.04	6,218.08	2,573.10	6,134.85	8,707.95	9,243.89
Passaic	624.00	624.00	1,248.00	1,940.50	3,895.00	5,835.50	4,519.00
Salem	2,233.15	2,233.15	4,466.30	1,553.34	4,517.55	6,070.89	6,750.70
Somerset	1,128.60	1,128.60	2,257.20	2,363.45	6,276.92	8,640.37	7,405.52
Sussex	772.26	772.26	1,544.52	120.00	320.00	440.00	1,092.26
Union	2,724.51	2,724.51	5,449.02	14,770.95	43,536.25	58,307.20	46,260.76
Warren	941.64	941.64	1,883.28	2,261.33	1,094.63	3,355.96	2,036.27
TOTAL	$37,401.29	$37,499.29	$74,900.58	$82,343.47	$205,215.42	$287,558.89	$242,714.71

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU

1943 BRIDGE OPENINGS

MILE POST	BRIDGE & LOCATION		REPAIR & TEST	BOAT	TOTAL	TIME MINUTES
2.5/3	Hackensack River, Secaucus		56	237	293	2202
0.4/4	Cape May Canal, Cape May	(1)	7	215	222	2056
51.3/4	Nacote Creek, Smithville		20	4	24	153
53.0/4	Mullica River, Smithville		20	336	356	2227
56.7/4	Bass River, New Gretna		61	1	62	368
135.1/4	Raritan River, Perth Amboy		6	2676	2682	16042
75.8/4N	Shark River, Belmar		50	810	860	4261
4.0/6F	Hackensack River, Little Ferry		46	188	234	1588
50.5/10	Hackensack River, Jersey City		94	897	991	5514
0.0/13	Lovelandtown Canal, Bay Head		201	580	781	9641
0.6/25	Cooper River, Camden		67	437	504	2061
12.7/25	Rancocas Creek, Bridgeboro		96	14	110	561
250.0/25	Passaic River (H&MRR) Newark	(2)	18	3520	3538	19533
56.7/25M	Passaic River, Newark		23	1063	1086	7016
57.8/25M	Hackensack River, Kearny		42	8371	8413	36522
3.2/34	Manasquan River, Manasquan		85	25	110	699
8.6/35	Inland Waterway, Point Pleasant		86	676	762	3869
11.4/35	Manasquan River, Brielle		120	814	934	3577
18.1/35	Shark River, Belmar		68	791	859	3564
41.2/35	Matawan Creek, Keyport		30	0	30	168
43.9/35	Cheesequake Creek, Morgan	(3)	31	529	560	2844
12.6/36	Shrewsbury River, Highlands		108	44	152	1135
112.4/37	Island Heights - Seaside Heights		48	1027	1075	6820
115.4/92	Manahawkin - Long Beach		11	448	459	2195
5.4/44	Oldman's Creek, Nortonville		82	57	139	1116
8.5/44	Raccoon Creek, Bridgeport		117	267	384	2226
16.3/44	Mantua Creek, Paulsboro		87	64	151	907
19.9/44	Woodbury Creek, Woodbury		49	9	58	275
2.8/49	Alloways Creek, Quinton		12	0	12	123
15.3/49	Cohansey River, Bridgeton		22	20	42	278
16.1/49	Maurice River, Millville		39	1	40	220
20.3/49	Menantico Creek, Millville		50	0	50	744
7.2/50	Tuckahoe River, Tuckahoe		38	9	47	333
50.0/52	Beach Thorofare, Ocean City		18	803	821	6771
50.1/52	Ship Channel Thorofare, Somers Point		36	63	99	827
			1944	24996	26940	148436

(1) Opened to highway traffic 10/3/43
(2) Opened to highway traffic 5/26/43
(3) Closed to highway traffic 10/7/43

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1943 BRIDGE OPENINGS

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Hackensack River	Test Openings	1	3	3	2	4	16	7	6	2	6	4	2	56
Secaucus	Boat Openings	17	34	17	11	20	24	18	17	31	9	21	18	237
2.5/3	Total	18	37	20	13	24	40	25	23	33	15	25	20	293
	Minutes closed to traffic	130	268	149	97	177	373	171	165	237	111	155	139	2202
Cape May Canal	Test Openings						Opened to				6	0	1	7
Cape May	Boat Openings						highway traffic				75	61	79	215
0.4 4	Total						10/3/43				81	61	80	222
	Minutes closed to traffic										800	555	701	2056
Nacote Creek	Test Openings	1	2	2	2	2	1	2	1	2	1	2	2	20
Smithville	Boat Openings	0	0	0	0	0	1	0	1	0	1	1	0	4
51.3/4	Total	1	2	2	2	2	2	2	2	2	2	3	2	24
	Minutes closed to traffic	7	15	10	10	10	10	10	15	10	10	28	18	153
Mullica River	Test Openings	0	0	0	0	4	3	3	4	0	2	2	2	20
Smithville	Boat Openings	32	24	30	33	30	30	27	28	31	30	24	17	336
53.0/4	Total	32	24	30	33	34	33	30	32	31	32	26	19	356
	Minutes closed to traffic	194	147	180	201	210	207	203	211	191	197	166	120	2227
Bass River	Test Openings	4	6	6	5	4	4	12	6	3	3	4	4	61
New Gretna	Boat Openings	0	0	0	0	0	0	0	0	1	0	0	0	1
56.7/4	Total	4	6	6	5	4	4	12	6	4	3	4	4	62
	Minutes closed to traffic	10	27	28	22	20	23	111	37	20	16	22	23	368

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1947 BRIDGE OPENINGS

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Raritan River	Test Openings	1	0	0	0	2	0	0	1	1	1	0	0	6
Victory Bridge	Boat Openings	154	125	173	197	208	207	262	285	287	280	280	218	2676
Perth Amboy	Total	155	125	173	197	210	207	262	286	288	281	280	218	2682
1?5.1/4	Minutes closed to traffic	916	730	1043	1162	1223	1337	1553	1800	1718	1666	1617	1277	16042
Shark River	Test Openings	6	0	2	2	4	0	7	0	1	5	14	9	50
[illegible] Bridge	Boat Openings	76	50	50	60	81	101	112	94	76	45	28	37	810
Belmar	Total	82	50	52	62	85	101	119	94	77	50	42	46	860
75.8/4N	Minutes closed to traffic	371	237	239	283	383	469	581	483	384	252	315	264	4261
Hackensack River	Test Openings	5	4	3	6	6	1	9	3	1	5	2	1	46
Little Ferry	Boat Openings	11	21	12	9	15	20	17	19	24	8	16	16	188
[illegible]	Total	16	25	15	15	21	21	26	22	25	13	18	17	234
	Minutes closed to traffic	113	174	94	111	145	138	191	145	156	85	122	114	1588
Hackensack River	Test Openings	9	7	6	6	8	9	20	6	0	2	7	14	94
Wittpenn Bridge	Boat Openings	48	56	55	51	62	62	86	94	136	75	85	87	897
Jersey City	Total	57	63	61	57	70	71	106	100	136	77	92	101	991
50.5/10	Minutes closed to traffic	324	340	326	307	368	380	560	520	736	478	571	604	5514
Lovelandtown Canal	Test Openings	8	30	58	36	11	16	4	2	4	20	12	Closed from 11/9/43 to hwy due to trouble	201
Bay Head	Boat Openings	19	17	46	65	63	86	77	72	75	40	20		580
0.0 13	Total	27	47	104	101	74	102	81	74	79	60	32		781
	Minutes closed to traffic	318	849	1769	864	387	433	634	767	806	631	2183		9641

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1943 BRIDGE OPENINGS

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Cooper River	Test Openings	0	6	0	2	13	28	2	11	0	3	2	0	67
Camden	Boat Openings	16	12	22	30	20	25	36	52	61	53	58	52	437
0.6/25	Total	16	18	22	32	33	53	38	63	61	56	60	52	504
	Minutes closed to traffic	61	78	82	118	143	257	143	260	229	219	254	217	2061
Rancocas Creek	Test Openings	5	6	6	34	5	8	5	6	5	6	5	5	96
Bridgeboro	Boat Openings	0	0	0	2	2	6	0	1	1	2	0	0	14
12.7/25	Total	5	6	6	36	7	14	5	7	6	8	5	5	110
	Minutes closed to traffic	25	30	30	131	38	73	28	35	31	40	25	25	561
Passaic River	Test Openings	Opened to highway traffic 5/26/43				0	7	2	0	1	4	2	2	18
H & M RR Bridge	Boat Openings					81	540	503	454	470	445	501	526	3520
Newark	Total					81	547	505	454	471	449	503	528	3538
[illegible]/25	Minutes closed to traffic					459	2908	2692	2470	2525	2496	2886	3097	19533
Passaic River	Test Openings	1	0	3	2	7	3	2	0	2	1	0	2	23
Newark	Boat Openings	103	74	82	84	86	84	128	96	101	68	71	86	1063
56.7/25M	Total	104	74	85	86	93	87	130	96	103	69	71	88	1086
	Minutes closed to traffic	655	471	543	561	609	557	854	615	687	454	449	561	7016
Hackensack River	Test Openings	1	5	3	4	3	16	2	2	3	1	1	1	42
Kearny	Boat Openings	640	595	671	695	657	634	610	598	760	837	784	890	8371
57.8/25M	Total	641	600	674	699	660	650	612	600	763	838	785	891	8413
	Minutes closed to traffic	2959	2726	3061	3226	3041	3050	2822	2919	3082	3242	2921	3473	36522

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1943 BRIDGE OPENINGS

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Manasquan River	Test Openings	4	4	5	4	4	22	4	10	6	6	8	8	85
Manasquan	Boat Openings	0	0	0	1	0	0	3	3	13	5	0	0	25
3.2/34	Total	4	4	5	5	4	22	7	13	19	11	8	8	110
	Minutes closed to traffic	20	26	28	21	20	132	52	92	133	76	50	49	699
Inland Waterway	Test Openings	14	6	1	7	4	9	5	6	8	5	11	10	86
Point Pleasant	Boat Openings	24	34	55	60	68	84	78	70	82	54	44	23	676
4.6/34	Total	38	40	56	67	72	93	83	76	90	59	55	33	762
	Minutes closed to traffic	209	220	369	349	337	464	418	365	418	285	269	166	3869
Manasquan River	Test Openings	7	6	10	10	2	46	8	3	7	3	10	8	120
Point Pleasant	Boat Openings	39	17	51	66	80	99	87	78	130	80	58	29	814
11.4/35	Total	46	23	61	76	82	145	95	81	137	33	68	37	934
	Minutes closed to traffic	177	88	233	300	267	633	390	296	466	295	278	154	3577
Shark River	Test Openings	5	1	2	3	2	46	1	0	2	0	1	5	68
Belmar	Boat Openings	81	51	47	56	78	96	114	92	74	47	28	27	791
18.1/35	Total	86	52	49	59	80	142	115	92	76	47	29	32	859
	Minutes closed to traffic	338	206	194	230	329	676	458	370	315	191	116	141	3564
Matawan Creek	Test Openings	1	0	1	0	2	13	2	2	1	1	4	3	30
Keyport	Boat Openings	0	0	0	0	0	0	0	0	0	0	0	0	0
11.2/35	Total	1	0	1	0	2	13	2	2	1	1	4	3	30
	Minutes closed to traffic	6	0	6	0	12	66	12	12	6	6	24	18	168

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1943 BRIDGE OPENINGS

BRIDGE	OPENINGS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Cheesequake River	Test Openings	11	20	0	0	0	0	0	0	0	0	Out of ser-		31
Morgan	Boat Openings	56	32	51	51	49	59	94	78	49	10	vice 2:32 P.		529
43.9/35	Total	67	52	51	51	49	59	94	78	49	10	10/7/43		560
	Minutes closed to traffic	*775	255	204	204	196	306	376	312	176	40			2844

* Includes accident 1/30/43 - Closed to traffic 7 hrs. and 55 min.

BRIDGE	OPENINGS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Shrewsbury River	Test Openings	7	5	6	5	4	35	11	8	7	6	9	5	108
Highlands	Boat Openings	4	3	2	0	6	2	14	2	5	4	2	0	44
12.6/36	Total	11	8	8	5	10	37	25	10	12	10	11	5	152
	Minutes closed to traffic	77	49	53	27	77	315	173	70	91	99	73	31	1135
Island Heights	Test Openings	13	13	6	0	0	1	0	1	1	1	6	6	48
112.4/37	Boat Openings	7	9	24	54	41	85	239	263	206	66	26	7	1027
	Total	20	22	30	54	41	86	239	264	207	67	32	13	1075
	Minutes closed to traffic	120	168	214	351	257	549	1515	1663	1297	413	195	78	6820
Long Beach-	Test Openings	1	0	0	0	2	3	1	2	0	2	0	0	11
Manahawkin	Boat Openings	6	5	21	30	36	111	57	62	50	38	27	5	448
115.[illegible]/42	Total	7	5	21	30	38	114	58	64	50	40	27	5	459
	Minutes closed to traffic	35	45	125	175	210	295	315	335	270	220	140	30	2195
Oldman's Creek	Test Openings	6	13	8	4	4	3	4	7	12	12	4	5	82
Nortonville	Boat Openings	4	0	0	0	1	4	0	17	28	2	1	0	57
5.4/44	Total	10	13	8	4	5	7	4	24	40	14	5	5	139
	Minutes closed to traffic	76	108	66	30	39	52	28	200	324	112	41	40	1116

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1943 BRIDGE OPENINGS

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Raccoon Creek	Test Openings	22	28	1	47	3	4	3	2	4	1	1	1	117
Bridgeport	Boat Openings	3	9	29	40	28	28	23	29	30	24	15	9	267
8.5/44	Total	25	37	30	87	31	32	26	31	34	25	16	10	384
	Minutes closed to traffic	163	236	158	487	172	183	145	167	223	140	93	59	2226
Mantua Creek	Test Openings	6	5	4	5	1	40	4	7	2	7	2	4	87
Paulsboro	Boat Openings	2	2	0	5	7	2	0	3	15	20	6	2	64
1[illegible].3/44	Total	8	7	4	10	8	42	4	10	17	27	8	6	151
	Minutes closed to traffic	54	47	26	59	50	216	27	76	101	160	49	38	903
Woodbury Creek	Test Openings	3	4	4	3	2	7	4	5	5	1	7	4	49
Woodbury	Boat Openings	0	0	0	0	2	0	0	0	1	6	0	0	9
1[illegible].9/44	Total	3	4	4	3	4	7	4	5	6	7	7	4	58
	Minutes closed to traffic	15	24	14	15	17	29	20	30	30	35	27	19	275
Alloways Creek	Test Openings	1	1	1	1	1	1	1	1	1	1	1	1	12
Quinton	Boat Openings	0	0	0	0	0	0	0	0	0	0	0	0	0
2.8/44	Total	1	1	1	1	1	1	1	1	1	1	1	1	12
	Minutes closed to traffic	9	10	13	11	10	10	10	10	10	10	10	10	123
Cohansey River	Test Openings	3	2	3	1	1	2	3	1	3	1	0	2	22
Bridgeton	Boat Openings	1	1	0	5	2	4	0	0	4	2	1	0	20
1[illegible].3/49	Total	4	3	3	6	3	6	3	1	7	3	1	2	42
	Minutes closed to traffic	25	19	19	38	18	48	21	6	44	15	5	20	278

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1943 BRIDGE OPENINGS

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Maurice River	Test Openings	3	3	2	3	4	9	4	1	2	1	3	4	39
Millville	Boat Openings	0	0	0	0	1	0	0	0	0	0	0	0	1
26.1/49	Total	3	3	2	3	5	9	4	1	2	1	3	4	40
	Minutes closed to traffic	15	15	15	20	30	45	20	5	10	5	20	20	220
Menantico Creek	Test Openings	4	4	5	4	4	4	4	4	5	4	4	4	50
Millville	Boat Openings	0	0	0	0	0	0	0	0	0	0	0	0	0
30.3/49	Total	4	4	5	4	4	4	4	4	5	4	4	4	50
	Minutes closed to traffic	53	63	75	54	57	64	60	62	69	61	64	62	744
Tuckahoe River	Test Openings	4	3	3	3	7	4	3	2	3	1	3	2	38
Tuckahoe	Boat Openings	0	0	0	0	0	0	1	3	0	3	0	2	9
7.2/50	Total	4	3	3	3	7	4	4	5	3	4	3	4	47
	Minutes closed to traffic	28	21	21	21	49	28	28	35	21	30	21	34	337
Ocean City	Test Openings	2	2	0	2	1	7	2	0	0	1	0	1	18
50.0/52	Boat Openings	13	5	14	29	80	124	124	115	86	81	88	44	803
	Total	15	7	14	31	81	131	126	115	86	82	88	45	821
	Minutes closed to traffic	133	70	132	270	653	1058	1029	971	696	663	735	381	6771
Somers Point	Test Openings	1	0	2	0	0	0	3	2	2	0	26	0	36
50.1/52	Boat Openings	0	0	4	3	7	4	11	9	19	2	3	1	63
	Total	1	0	6	3	7	4	14	11	21	2	29	1	99
	Minutes closed to traffic	8	0	50	28	69	30	125	93	183	14	219	8	827

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1943 BRIDGE OPENINGS

	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
TOTALS:	Test Openings	160	189	156	203	121	368	144	112	96	120	157	118	1944
	Boat Openings	1356	1176	1456	1637	1811	2522	2721	2635	2846	2412	2249	2175	24996
	Total	1516	1365	1612	1840	1932	2890	2865	2747	2942	2532	2406	2293	26940
	Minutes closed to traffic	8428	7762	9569	9833	10082	15394	15775	15612	15695	13567	14728	11991	148436
	Hours closed to traffic	140	129	159	164	168	257	263	260	262	226	245	200	2474

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
COMPARISON OF BRIDGE OPENINGS 1940-1942-1943

MILE POST	BRIDGE AND LOCATION	OPERATION	1940	1942	1943	VARIATION 1942-1943
2.5/3	Hackensack River, Secaucus	Test Openings	36	44	56	+ 12
		Boat Openings	338	213	237	+ 24
		Total:	374	257	293	+ 36
		Minutes closed to traffic	2693	1836	2202	+ 366
0.4/4	Cape May Canal, Cape May	Test Openings	Opened to		7	+ 7
		Boat Openings	Highway		215	+ 215
		Total:	Traffic		222	+ 222
		Minutes closed to traffic	10/3/43		2056	+ 2056
51.3/4	Nacote Creek, Smithville	Test Openings	17	24	20	- 4
		Boat Openings	8	1	4	+ 3
		Total:	25	25	24	- 1
		Minutes closed to traffic	193	139	153	+ 14
53.0/4	Mullica River, Smithville	Test Openings	32	5	20	+ 15
		Boat Openings	392	375	336	- 39
		Total:	424	380	356	- 24
		Minutes closed to traffic	2535	2359	2227	- 132
56.7/4	Bass River, New Gretna	Test Openings	53	58	61	+ 3
		Boat Openings	2	0	1	+ 1
		Total:	55	58	62	+ 4
		Minutes closed to traffic	256	277	368	+ 91
[illegible].1/4	Raritan River, (Victory Bridge) Perth Amboy	Test Openings	6	4	6	+ 2
		Boat Openings	2771	2431	2676	+ 245
		Total:	2777	2435	2682	+ 247
		Minutes closed to traffic	15632	13711	[illegible]	+ [illegible]
[illegible]	Shark River, (Sterner Bridge) Belmar	Test Openings	[illegible]	[illegible]	[illegible]	- [illegible]
		Boat Openings	[illegible]	[illegible]	[illegible]	- [illegible]
		Total:	[illegible]	[illegible]	[illegible]	- 144
		Minutes closed to traffic	[illegible]	[illegible]	4261	- 237
4.0/6[illegible]	Hackensack River Little Ferry	Test Openings	[illegible]	61	47	- 14
		Boat Openings	[illegible]	[illegible]	[illegible]	- 6
		Total:	[illegible]	[illegible]	[illegible]	- 20
		Minutes closed to traffic	1442	[illegible]	[illegible]	- [illegible]

MILE POST	BRIDGE AND LOCATION	OPERATION	1940	1942	1943		VARIATION 1942-1943
50.5/10	Hackensack River, Jersey City	Test Openings	122	122	94	-	28
		Boat Openings	1078	846	897	+	51
		Total:	1200	968	991	+	23
		Minutes closed to traffic	6856	5412	5514	+	102
0.0/13	Lovelandtown Canal, Bay Head	Test Openings	26	166	201	+	35
		Boat Openings	2422	701	580	-	121
		Total:	2448	867	781	-	86
		Minutes closed to traffic	7786	6614	9641	+	3027
0.6/25	Cooper River, Camden	Test Openings	180	34	67	+	33
		Boat Openings	707	600	437	-	163
		Total:	887	634	504	-	130
		Minutes closed to traffic	3946	2470	2061	-	409
12.7/25	Rancocas Creek, Bridgeboro	Test Openings	36	63	96	+	33
		Boat Openings	424	60	14	-	46
		Total:	460	123	110	-	13
		Minutes closed to traffic	2581	647	561	-	86
250.0/25	Passaic River, (H&MRR) Newark	Test Openings	Opened	to	18	+	18
		Boat Openings	Highway		3520	+	3520
		Total:	Traffic		3538	+	3538
		Minutes closed to traffic	5/26/43		19577	+	19577
56.7/25M	Passaic River, Newark	* Test Openings	21	23	23		0
		Boat Openings	11636	1261	1063	-	198
		Total:	11657	1284	1086	-	198
		Minutes closed to traffic	59561	8078	7016	-	1062
57.8/25M	Hackensack River, Kearny	Test Openings	48	33	42	+	9
		Boat Openings	6829	7177	8371	+	1194
		Total:	6877	7210	8413	+	1203
		Minutes closed to traffic	30942	31205	35522	+	4317
3.2/34	Manasquan River, Manasquan	Test Openings	38	88	85	-	3
		Boat Openings	327	29	25	-	4
		Total:	365	117	110	-	7
		Minutes closed to traffic	1526	[illegible]	[illegible]	+	118

* Low Level Bridge

MILE POST	BRIDGE AND LOCATION	OPERATION	1940	1942	1943	VARIATION 1942-1943
8.6/35	Inland Waterway,	Test Openings	68	119	86	- 33
	Point Pleasant	Boat Openings	2452	747	676	- 71
		Total:	2520	866	762	- 104
		Minutes closed to traffic	9373	3909	3869	- 40
11.4/35	Manasquan River,	Test Openings	105	85	120	+ 35
	Brielle	Boat Openings	4160	1254	814	- 440
		Total:	4265	1339	934	- 405
		Minutes closed to traffic	13980	4525	3577	- 948
18.1/35	Shark River,	Test Openings	73	69	68	- 1
	Belmar	Boat Openings	1305	945	791	- 154
		Total:	1378	1014	859	- 155
		Minutes closed to traffic	5437	4342	3564	- 778
41.2/35	Matawan Creek,	Test Openings	30	19	30	+ 11
	Keyport	Boat Openings	0	0	0	0
		Total:	30	19	30	+ 11
		Minutes closed to traffic	190	108	168	+ 60
43.9/35	Cheesequake Creek,	Test Openings	64	77	31	- 46
	Morgan	Boat Openings	801	501	529	+ 28
		Total:	865	578	560	- 18
	Closed 10/7/43	Minutes closed to traffic	3567	2327	2844	+ 517
	New Cheesequake Creek Bridge not accepted until January 3, 1944					
12.6/36	Shrewsbury River,	Test Openings	132	112	108	- 4
	Highlands	Boat Openings	226	144	44	- 100
		Total:	358	256	152	- 104
		Minutes closed to traffic	2666	1826	1135	- 691
112.4/37	Island Heights-	Test Openings	25	57	48	- 9
	Seaside Heights	Boat Openings	3787	2024	1027	- 997
		Total:	3812	2081	1075	- 1006
		Minutes closed to traffic	12916	13259	6820	- 6439
115.4/92	Manahawkin,	Test Openings	18	14	11	- 3
	Long Beach	Boat Openings	1820	792	448	- 344
		Total:	1838	806	459	- 347
		Minutes closed to traffic	10067	4320	2195	- 2125

MILE POST	BRIDGE AND LOCATION	OPERATION	1940	1942	1943	VARIATION 1942-1943	
5.4/44	Oldman's Creek, Nortonville	Test Openings	106	82	82		0
		Boat Openings	30	7	57	+	50
		Total:	136	89	139	+	50
		Minutes closed to traffic	1132	663	1116	+	453
8.5/44	Raccoon Creek, Bridgeport	Test Openings	New Bridge Under Construction	103	117	+	14
		Boat Openings		258	267	+	9
		Total:		361	384	+	23
		Minutes closed to traffic		2417	2226	-	191
16.3/44	Mantua Creek, Paulsboro	Test Openings	140	63	87	+	24
		Boat Openings	159	189	64	-	125
		Total:	299	252	151	-	101
		Minutes closed to traffic	3002	1555	903	-	652
19.9/44	Woodbury Creek, Woodbury	Test Openings	88	120	49	-	71
		Boat Openings	263	147	9	-	138
		Total:	351	267	58	-	209
		Minutes closed to traffic	1286	1232	275	-	957
2.8/49	Alloways Creek, Quinton	Test Openings	14	15	12	-	3
		Boat Openings	4	4	0	-	4
		Total:	18	19	12	-	7
		Minutes closed to traffic	151	179	123	-	56
15.3/49	Cohansey River, Bridgeton	Test Openings	37	30	22	-	8
		Boat Openings	16	25	20	-	5
		Total:	53	55	42	-	13
		Minutes closed to traffic	312	361	278	-	83
26.1/49	Maurice River, Millville	Test Openings	25	34	39	+	5
		Boat Openings	63	25	1	-	24
		Total:	88	59	40	-	19
		Minutes closed to traffic	723	408	220	-	188
30.3/49	Menantico Creek, Millville	Test Openings	19	30	50	+	20
		Boat Openings	0	0	0		0
		Total:	19	30	50	+	20
		Minutes closed to traffic	225	381	744	+	363

MILE POST	BRIDGE AND LOCATION	OPERATION	1940	1942	1943	VARIATION 1942-1943
7.2/50	Tuckahoe River, Tuckahoe	Test Openings	34	29	38	+ 9
		Boat Openings	18	10	9	- 1
		Total:	52	39	47	+ 8
		Minutes closed to traffic	250	267	337	+ 70
50.0/52	Beach Thorofare, Ocean City	Test Openings	52	19	18	- 1
		Boat Openings	3197	1497	803	- 674
		Total:	3249	1516	821	- 675
		Minutes closed to traffic	19780	12292	6771	- 5521
50.1/52	Ship Channel Thorofare, Somers Point	Test Openings	49	21	36	+ 15
		Boat Openings	244	104	63	- 41
		Total:	293	125	99	- 26
		Minutes closed to traffic	1959	898	827	- 71
		Total Test Openings	1767	1895	1944	+ 49
		Total Boat Openings	47012	23492	24996	+ 1504
		Total Openings	48779	25387	26940	+ 1553
		Total minutes closed to traffic	227695	135353	148436	+ 13083

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

HIGHWAY SAFETY LIGHTING BUREAU

YEAR	LOCATIONS	1000 C.P. UNITS	600 C.P. UNITS	400 C.P. UNITS	250 C.P. UNITS	TOTAL UNITS
Dec. 31, 1938	141 Municipalities	115	3,451	1,708	82	5,356
	16 Counties at 366 Intersections	-	154	343	129	626
	210 Locations (100% State Lighting)	-	980	1,399	1,317	3,696
	Total	115	4,585	3,450	1,528	9,678
Dec. 31, 1939	177 Municipalities	120	3,596	2,129	81	5,926
	20 Counties 940 Intersections	1	575	736	277	1,589
	266 Locations (100% State Lighting)	-	1,088	1,803	1,314	4,205
	Total	121	5,259	4,668	1,672	11,720
Dec. 31, 1940	194 Municipalities	122	3,757	2,441	81	6,401
	20 Counties at 959 Intersections	-	529	754	280	1,563
	256 Locations (100% State Lighting)	-	1,011	2,164	1,351	4,526
	Total	122	5,297	5,359	1,712	12,490
Dec. 31, 1941	194 Municipalities	122	3,751	2,429	81	6,383
	20 Counties at 958 Intersections	-	529	748	283	1,560
	266 Locations (100% State Lighting)	11	1,054	2,518	1,344	4,927
	Total	133	5,334	5,695	1,708	12,870
Dec. 31, 1942	194 Municipalities	122	3,751	2,429	81	6,383
	20 Counties at 958 Intersections	-	529	748	283	1,560
	262 Locations (100% State Lighting)	11	975	2,062	1,140	4,188
	Total	133	5,255	5,239	1,504	12,131
Dec. 31, 1943	191 Municipalities	20	983	3,661	208	4,872
	20 Counties at 952 Intersections	-	168	988	329	1,485
	* 270 Locations (100% State Lighting)	11	814	2,318	456	3,599
	Total	31	1,965	6,367	993	9,956

(*) 5 additional locations including 43-60 C.P. and 59-100 C.P. have lightings units less than 250 C.P.

1943 COUNTY AGREEMENTS

COUNTY	NO. OF INTERSEC.	1/1/43 - 3/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	4/1/43 - 12/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	COUNTY'S SHARE	STATE'S SHARE	TOTAL COST
Atlantic	61	4	75	13	92	13	75	-	88	$ 2,222.51	$ 2,222.51	$ 4,445.02
Bergen	45	-	19	64	83	-	57	14	71	2,123.03	2,123.03	4,246.06
Burlington	55	-	58	46	104	15	65	3	83	2,331.16	2,331.16	4,662.32
Camden	69	1	49	61	111	1	53	56	110	3,128.54	3,128.54	6,257.08
Cape May	42	35	16	-	51	36	14	-	50	1,077.74	1,077.74	2,155.48
Cumberland	51	54	14	10	78	55	17	4	76	1,652.91	1,652.91	3,305.82
Essex	31	-	9	35	44	2	13	28	43	1,231.60	1,329.60	2,561.20
Gloucester	77	40	74	15	129	45	81	3	129	3,082.80	3,082.80	6,165.60
Hudson	4	-	-	7	7	-	-	7	7	218.40	218.40	436.80
Hunterdon	31	20	18	8	46	20	26	-	46	689.32	689.32	1,378.64
Mercer	37	-	24	47	71	-	48	22	70	2,016.26	2,016.26	4,032.52
Middlesex	59	2	74	25	101	8	90	1	99	2,644.27	2,644.27	5,288.54
Monmouth	77	19	76	37	132	17	110	-	127	3,449.55	3,449.55	6,899.10
Ocean *	77	4	85	31	120	9	99	-	108	3,109.04	3,109.04	6,218.08
Passaic	12	-	-	20	20	-	-	20	20	624.00	624.00	1,248.00
Salem	65	46	24	28	98	42	46	5	93	2,233.15	2,233.15	4,466.30
Somerset	33	17	26	11	54	15	32	4	51	1,128.60	1,128.60	2,257.20
Sussex	35	19	35	2	56	29	25	-	54	772.26	772.26	1,544.52
Union	51	-	32	69	101	-	97	1	98	2,724.51	2,724.51	5,449.02
Warren	40	22	40	-	62	22	40	-	62	941.64	941.64	1,883.28
Total	952	283	748	529	1560	329	988	168	1485	$37,401.29	$37,499.29	$74,900.58

* 1943 Ocean County program effective 6/1/43 rather than 4/1/43.

RECAPITULATION OF

1943 MUNICIPAL REIMBURSEMENT AGREEMENTS BY COUNTY

COUNTY	NO. OF MUNICIPALITIES	1/1/43 - 3/31/43 UNITS (CANDLE POWER)					4/1/43 - 12/31/43 UNITS (CANDLE POWER)					MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
		250	400	600	1000	Total Units	250	400	600	1000	Total Units			
Atlantic	9	-	185	21	-	206	41	88	-	-	129	$ 1,903.64	$ 5,853.21	$ 7,756.85
Bergen	18	1	142	289	6	438	3	327	61		391	6,031.30	16,538.80	22,570.10
Burlington	6	-	41	30	-	71	-	54	-	-	54	777.13	2,388.25	3,165.38
Camden	24	57	266	501	17	841	36	131	372	17	556	11,218.67	24,791.70	36,010.37
Cape May	1	-	7	1	-	8	7	-	-	-	7	95.16	236.92	332.08
Cumberland	3	-	270	42	-	312	25	138	8	-	171	2,851.85	6,332.05	9,183.90
Essex	9	-	86	362	-	448	-	182	219	-	401	7,401.37	16,933.75	24,335.12
Gloucester	11	-	105	102	7	214	26	117	43	-	186	3,014.66	7,660.85	10,675.51
Hudson	3	-	46	89	-	135	-	52	99	-	151	2,598.16	5,876.64	8,474.80
Hunterdon	3	-	44	3	-	47	-	16	-	-	16	245.00	710.44	955.44
Mercer	7	-	130	100	-	230	-	208	-	-	208	2,884.87	8,761.90	11,646.77
Middlesex	12	17	89	185	-	291	2	181	40	-	223	3,575.18	9,835.50	13,410.68
Monmouth	24	-	213	392	-	605	34	399	-	-	433	7,774.20	19,369.80	27,144.00
Morris	12	-	99	341	84	524	-	364	5	-	369	6,389.61	14,150.41	20,540.02
Ocean	11	-	45	165	3	213	14	117	-	-	131	2,573.10	6,134.85	8,707.95
Passaic	3	-	10	85	-	95	-	10	85	-	95	1,940.50	3,895.00	5,835.50
Salem	7	-	45	71	4	120	19	94	1	3	117	1,553.34	4,517.55	6,070.89
Somerset	10	1	86	103	1	191	1	119	32	-	152	2,363.45	6,276.92	8,640.37
Sussex	2	-	12	-	-	12	-	12	-	-	12	120.00	320.00	440.00
Union	14	5	449	761	-	1215	-	1008	2	-	1010	14,770.95	43,536.25	58,307.20
Warren	2	-	17	49	-	66	-	44	16	-	60	2,261.33	1,094.63	3,355.96
TOTAL	191	81	2387	3692	122	6282	208	3661	983	20	4872	$82,343.47	$205,215.42	$287,558.89

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

ATLANTIC COUNTY

MUNICIPALITY	ROUTE	1/1/43 - 3/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	4/1/43 - 12/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Absecon City	4 & 43		41		41	10	6		16	$ 226.95	$ 804.60	$ 1,031.55
Buena Vista Twp.	48		13		13		12		12	58.80	551.25	610.05
Egg Harbor Twp.	48		49		49		17		17	499.80	1,212.81	1,712.61
Egg Harbor City	43 & 50		29	8	37		26		26	340.58	1,138.50	1,479.08
Galloway Twp.	4 & 50		8		8	6	1		7	73.95	241.20	315.15
Hamilton Twp.	48 & 50		11		11	4	6		10	119.39	382.50	501.89
Hammonton	43		10		10	3	7		10	102.00	373.05	475.05
Pleasantville	4 & 48		21	13	34	15	13		28	451.57	1,053.45	1,505.02
Weymouth Twp.	50		3		3	3			3	30.60	95.85	126.45
TOTAL		0	185	21	206	41	88	0	129	$1,903.64	$5,853.21	$7,756.85

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

BERGEN COUNTY

MUNICIPALITY	ROUTE	1/1/43 - 3/31/43 UNITS (CANDLE POWER) 250	400	600	1000	Total Units	4/1/43 - 12/31/43 UNITS (CANDLE POWER) 250	400	600	1000	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Alpine Boro	1	1	10			11	3	7			10	$ 140.00	$ 479.00	$ 619.00
Carlstadt Boro	17			6		6		5	1		6	293.71	246.00	339.71
E.Paterson Boro	4 & 6		45			45		39			39	492.08	1,660.50	2,152.58
E.Rutherford Boro	17			1		1			1		1	21.40	41.00	62.40
Edgewater Boro	5			22	6	28		22	6		28	472.98	1,148.00	1,620.98
Fairlawn Boro	4		43			43		39			39	486.00	1,640.00	2,126.00
Fairview Boro	1 & S1			35		35			28		28	636.65	1,219.75	1,856.40
Fort Lee Boro	1,S1A & 5		18	48		66		48	6		54	845.18	2,337.00	3,182.18
Lodi Boro	6		9	4		13		4	4		8	149.39	379.25	528.64
Lyndhurst Twp.	17			40		40		36	4		40	606.25	1,640.00	2,246.25
N.Arlington Boro	17			35		35		22	10		32	535.15	1,317.68	1,852.83
Palisades Park Boro	S1 & 5			6		6		6			6	86.78	246.00	332.78
Ramsey Boro	17		2			2		2			2	28.00	100.00	128.00
Ridgefield Boro	1,S1,5, & S5			65		65		62			62	912.73	2,572.75	3,485.48
Ridgefield Park Vill.	6		4	7		11		11			11	149.84	451.00	600.84
Rutherford Boro	17			18		18		17	1		18	267.26	738.00	1,005.26
Waldwick Boro	17		11			11		5			5	78.97	240.87	319.84
Woodridge Boro	17			2		2		2			2	28.93	82.00	110.93
TOTAL		1	142	289	6	438	3	327	61		391	$6,031.30	$16,538.80	$32,570.10

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

BURLINGTON COUNTY

		1/1/43 - 3/31/43 UNITS (CANDLE POWER)				4/1/43 - 12/31/43 UNITS (CANDLE POWER)						
MUNICIPALITY	ROUTE	250	400	600	Total Units	250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Bordentown City	25 & 39		9		9		7		7	$ 91.13	$ 307.50	$ 398.63
Burlington City	25 & S25			30	30		30		30	433.88	1,230.00	1,663.88
Chester Twp.	38 & S41		8		8		7		7	88.09	297.25	385.34
Evesham Twp.	40 & S41		20		20		6		6	115.43	389.50	504.93
Hainesport Twp.	38		2		2		2		2	24.30	82.00	106.30
Mansfield Twp.	39		2		2		2		2	24.30	82.00	106.30
TOTAL		0	41	30	71	0	54	0	54	777.13	$2,388.25	$3,165.38

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

CAMDEN COUNTY

MUNICIPALITY	ROUTE	1/1/43 - 3/31/43 UNITS (CANDLE POWER)					4/1/43 - 12/31/43 UNITS (CANDLE POWER)					MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
		250	400	600	1000	Total Units	250	400	600	1000	Total Units			
Audubon Boro	42 & 43			35		35			32		32	$ 700.85	$ 1,342.75	$ 2,043.60
Barrington Boro	43			10		10			4		4	117.70	225.50	343.20
Bellmawr Boro	42			21		21			10		10	272.85	522.75	795.60
Berlin Boro	43		76			76	5	28			33	446.25	1,694.25	2,140.50
Berlin Twp.	341		2			2		2			2	20.40	79.20	99.60
Brooklawn Boro	45 & 45		31			31		31			31	376.65	1,271.00	1,647.65
Camden	25, 42 & 45			51		51			42		42	946.95	1,814.25	2,761.20
Clementon Boro	43		22			22		10			10	132.60	514.80	647.40
Collingswood Boro	43 & 45			43		43			43		43	920.20	1,763.00	2,683.20
Delaware Twp.	38, 40 & 41		13	1		14		13	1		14	179.35	574.00	753.35
Gloucester City	45 & 45M			60	17	77			60	17	77	1,947.00	3,157.00	5,104.00
Gloucester Twp.	42		87	26		113		29	24		53	1,128.89	2,286.20	3,415.09
Haddon Hgts.Boro	42 & 43			30		30			29		29	625.95	1,199.25	1,825.20
Haddon Twp.	42, 43 & 45			43		43			37		37	823.90	1,578.50	2,402.40
Laurel Springs Boro	43			6		6		6			6	76.50	237.60	314.10
Magnolia Boro	43			23		23			4		4	187.25	358.75	546.00
Mt. Ephraim Boro	42			20		20			12		12	299.60	574.00	873.60
Oaklyn Boro	42 & 43			19		19			18		18	390.55	748.25	1,138.80
Pennsauken Twp.	25 & 45	57	4	48		109	25	3	25		53	579.84	2,521.50	3,101.34
Runnemede Boro	41 & 42		5	31		36		4	17		21	490.34	1,014.75	1,505.09
Somerdale Boro	43			31		31	2		11		13	355.70	697.30	1,053.00
Stratford Boro	43		25			25	3	5			8	124.95	462.15	587.10
Voorhees Twp.	541		1			1	1				1	10.20	31.95	42.15
Wood-Lynne Boro	45			3		3			3		3	64.20	123.00	187.20
TOTAL		57	266	501	17	841	36	131	372	17	556	$11,218.67	$24,791.70	$36,010.37

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

CAPE MAY COUNTY

		1/1/43 - 3/31/43 UNITS (CANDLE POWER)				4/1/43 - 12/31/43 UNITS (CANDLE POWER)						
MUNICIPALITY	ROUTE	250	400	600	Total Units	250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Middle Twp. Ltg. Dist. #1	4		7	1	8	7			7	$95.16	$236.92	$ 332.08
TOTAL			7	1	8	7			7	$95.16	$236.92	$ 332.08

CUMBERLAND COUNTY

		1/1/43 - 3/31/43 UNITS (CANDLE POWER)				4/1/43 - 12/31/43 UNITS (CANDLE POWER)						
MUNICIPALITY	ROUTE	250	400	600	Total Units	250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Bridgeton	49			23	23		15	8	23	$ 354.45	$ 910.80	$1,265.25
Landis Twp.	47		19		19		19		19	174.40	775.00	949.40
Millville	47 & 49		251	19	270	25	104		129	2,323.00	4,646.25	6,969.25
TOTAL			270	42	312	25	138	8	171	$2,851.85	$6,332.05	$9,183.90

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

ESSEX COUNTY

MUNICIPALITY	ROUTE	1/1/43 - 3/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	4/1/43 - 12/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Belleville Town	7 & 21		11	46	57		44	9	53	$ 824.91	$2,214.00	$3,038.91
Cedar Grove Twp.	23			84	84		38	21	59	1,132.73	2,675.25	3,807.98
Livingston Twp.	10		5	6	11		11		11	152.87	452.60	605.47
Maplewood Twp.	24			37	37			37	37	791.80	1,517.00	2,308.80
Millburn Twp.	24		34		34		20		20	310.20	972.90	1,283.10
Newark	21		22	136	158		22	136	158	3,177.70	6,478.00	9,655.70
Nutley Town	7			27	27		14	13	27	480.68	1,107.00	1,587.68
Verona Boro	23			23	23		16	3	19	317.00	820.00	1,137.00
West Orange Town	10		14	3	17		17		17	213.48	697.00	910.48
TOTAL			86	362	448		182	219	401	$7,401.37	$16,933.75	$24,335.12

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

GLOUCESTER COUNTY

MUNICIPALITY	ROUTE	1/1/43 - 3/31/43 UNITS (CANDLE POWER)					4/1/43 - 12/31/43 UNITS (CANDLE POWER)					MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
		250	400	600	1000	Total Units	250	400	600	1000	Total Units			
Clayton Boro	47		14			14		11			11	$ 164.37	$ 486.88	$ 651.25
Glassboro Boro	47		37			37	8	22			30	427.75	1,246.45	1,674.20
Greenwich Twp.	44		3	21		24	3	18			21	343.29	838.35	1,181.64
Harrison Twp.	45		2			2		2			2	20.40	79.20	99.60
Logan Twp.	44 & 51		12			12	4	2			6	150.86	294.87	445.73
Mantua Twp.	45		2			2		2			2	20.40	79.20	99.60
Monroe Twp.	42		4			4		4			4	40.80	158.40	199.20
Paulsboro	44			29		29	11	18			29	369.75	1,064.25	1,434.00
W. Deptford Twp.	44		6			6		6			6	72.90	246.00	318.90
Westville Boro	44,45 & 47		25	7		32		25	7		32	453.55	1,312.00	1,765.55
Woodbury City	45			45	7	52		7	36		43	950.59	1,855.25	2,805.84
TOTAL			105	102	7	214	26	117	43		186	$3,014.66	$7,660.85	$10,675.51

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

HUDSON COUNTY

MUNICIPALITY	ROUTE	1/1/43 - 3/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	4/1/43 - 12/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Jersey City	1 & 25M			74	74			74	74	$1,583.60	$3,034.00	$4,617.60
Kearny Town	25M			14	14		6	24	30	434.26	915.64	1,349.90
North Bergen Twp.	1 & S1		46	1	47		46	1	47	580.30	1,927.00	2,507.30
TOTAL			46	89	135		52	99	151	$2,598.16	$5,876.64	$8,474.80

HUNTERDON COUNTY

MUNICIPALITY	ROUTE	1/1/43 - 3/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	4/1/43 - 12/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Clinton Town	28		1	3	4		4		4	$ 47.50	$ 82.12	$129.62
Lambertville	29		6		6		6		6	60.00	134.75	194.75
Readington Twp.	28		37		37		6		6	137.50	493.57	631.07
TOTAL			44	3	47		16		16	$245.00	$710.44	$955.44

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

MERCER COUNTY

MUNICIPALITY	ROUTE	1/1/43 - 3/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	4/1/43 - 12/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Ewing Twp.	30		18		18		18		18	$ 218.70	$ 738.00	$ 956.70
Hamilton Twp.	33, 37 & 39		39	67	106		102		102	1,406.39	4,223.00	5,629.39
Hightstown Boro	33			31	31		15		15	357.75	786.60	1,144.35
Lawrence Twp.	26 & 27		35		35		35		35	425.25	1,435.00	1,860.25
Pennington Boro	30		5		5		3		3	42.53	143.50	186.03
Princeton Boro	27 & 31		33		33		33		33	400.95	1,353.00	1,753.95
Washington Twp.	25			2	2		2		2	33.30	82.80	116.10
TOTAL			130	100	230		208		208	$2,884.87	$8,761.90	$11,646.77

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

MIDDLESEX COUNTY

MUNICIPALITY	ROUTE	1/1/43 - 3/31/43 UNITS (CANDLE POWER 250	400	600	Total Units	4/1/43 - 12/31/43 UNITS (CANDLE POWER 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Cranbury Twp.	25		2		2		1		1	$ 15.19	51.25	66.44
Dunellen Boro	28			26	26		17		17	294.01	789.25	1,083.26
E. Brunswick Twp.	S28		22		22		14		14	194.41	656.00	850.41
Highland Park Boro	27		23		23		23		23	279.45	943.00	1,222.45
Madison Twp.	4 & 35		14		14		3		3	75.90	238.05	313.95
Metuchen	27		23	2	25		23		23	290.14	963.50	1,253.64
Middlesex Boro	28			35	35		19	16	35	617.19	1,435.00	2,052.19
New Brunswick	S28			45	45		8	24	32	698.85	1,445.25	2,144.10
Raritan Twp.	25			29	29		24		24	373.85	1,035.25	1,409.10
Sayreville Boro	4	17		5	22	2	1		3	53.55	310.95	364.50
S. Brunswick Twp.	26			1	1		1		1	14.46	41.00	55.46
Woodbridge Twp.	4 & 25		5	42	47		47		47	668.18	1,927.00	2,595.18
TOTAL		17	89	185	291	2	181	40	223	$3,575.18	$9,835.50	$13,410.68

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

MONMOUTH COUNTY

MUNICIPALITY	ROUTE	1/1/43 - 3/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	4/1/43 - 12/31/43 UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Atlantic Hglds. Boro	36			8	8		7		7	$ 123.30	$ 300.15	$ 423.45
Avon-by-the-Sea	4N			22	22		22		22	382.30	910.80	1,293.10
Belmar Boro	4N & 35			29	29		26		26	575.90	1,107.45	1,683.35
Bradley Beach Boro	4N			26	26		26		26	432.90	1,076.40	1,509.30
Brielle Boro	4N			25	25	25			25	416.25	787.50	1,203.75
Deal Boro	4N			12	12		8		8	160.20	372.60	532.80
Eatontown Boro	4N & 35		38	6	44		35		35	512.40	1,542.15	2,054.55
Freehold Boro	4 & 33		5	13	18		18		18	282.45	745.20	1,027.65
Highlands Boro	36		8	23	31		11		11	290.40	662.40	952.80
Howell Twp.	4 & 33		13		13		12		12	161.70	507.15	668.85
Manasquan Boro	4N			23	23		14		14	293.85	672.75	966.60
Matawan Boro	4 & 34		12	3	15		14		14	198.45	589.95	788.40
Middletown Twp.	35 & 36		24		24		24		24	316.80	993.60	1,310.40
Neptune City	35		11	14	25		18		18	309.00	817.65	1,126.65
Neptune Twp.	4N, 33 & 35		39	45	84		53		53	957.15	2,515.05	3,472.20
Ocean Twp.	4N & 35		4	6	10		10		10	152.70	414.00	566.70
Raritan Twp.	35 & 36		8	4	12		12		12	172.20	496.80	669.00
Red Bank Boro	35			39	39		25		25	510.75	1,179.90	1,690.65
Sea Girt Boro	4N			17	17		7		7	184.05	393.30	577.35
Shrewsbury Twp.	33		1		1					3.30	10.35	13.65
Shrewsbury Boro	35		38	9	47	9	9		18	364.35	956.25	1,320.60
Spring Lake Hgts.	4N			43	43		22		22	508.05	1,128.15	1,636.20
Wall Twp.	4N & 35		12	18	30		19		19	349.20	900.45	1,249.65
W. Long Branch Boro	4N			7	7		7		7	116.55	289.80	406.35
TOTAL			213	392	605	34	399		433	$7,774.20	$19,369.80	$27,144.00

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

MORRIS COUNTY

MUNICIPALITY	ROUTE	1/1/43 - 3/31/43 UNITS (CANDLE POWER) 250	400	600	1000	Total Units	4/1/43 - 12/31/43 UNITS (CANDLE POWER) 250	400	600	1000	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Chatham Boro	24			30	1	31		19			19	$ 402.15	$ 910.80	$ 1,312.95
Denville Twp.	5N,10 & 6		4	100		104		68	3		71	1,065.00	2,050.40	3,115.40
Dover Town	6			56		56		47	2		49	662.50	1,257.64	1,920.14
Madison Boro	24				83	83		53			53	1,292.21	2,480.50	3,772.71
Morris Twp.	24 & 32			42		42		22			22	501.30	1,117.80	1,619.10
Morris Plains Boro	32			14		14		14			14	233.10	579.60	812.70
Morristown Twp.	24 & 32			97		97		92			92	1,565.55	3,860.50	5,426.05
Mt. Olive Twp.	6		9			9		9			9	90.00	202.50	292.50
Mt. Lakes Boro	6		27			27		13			13	217.80	683.10	900.90
Netcong Boro	6		4	2		6		6			6	65.00	124.45	189.45
Rockaway Boro	6		45			45		16			16	232.50	708.09	940.59
Rockaway Twp.	6		10			10		5			5	62.50	175.03	237.53
TOTAL			99	341	84	524		364	5		369	$6,389.61	$14,150.41	$20,540.02

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

OCEAN COUNTY

		1/1/43 - 3/31/43 UNITS (CANDLE POWER)					4/1/43 - 12/31/43 UNITS (CANDLE POWER)							
MUNICIPALITY	ROUTE	250	400	600	1000	Total Units	250	400	600	1000	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Beachwood Boro	4			20		20		15			15	$ 283.50	$ 672.75	$ 956.25
Dover Twp.	4		4	15	3	22	2	10			12	271.20	580.50	851.70
Eagleswood Boro	4		1			1		1			1	10.20	39.60	49.80
Island Hgts. Boro	37		2			2		1			1	16.50	51.75	68.25
Lakehurst Boro	40		5			5	5				5	66.00	157.50	223.50
Lakewood Twp.	4,35 & 40		23	61		84		50			50	982.65	2,421.90	3,404.55
Pt.Pleasant Boro	35			28		28		11			11	297.90	631.35	929.25
Pt.Pleasant Beach	35 & 37			41		41		26			26	534.15	1,231.65	1,765.80
Stafford Twp.	4		3			3	3				3	30.60	95.85	126.45
Tuckerton Boro	4		4			4	4				4	40.80	127.80	168.60
Union Twp.	4		3			3		3			3	39.60	124.20	163.80
TOTAL			45	165	3	213	14	117			131	$2,573.10	$6,134.85	$8,707.95

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

PASSAIC COUNTY

		1/1/43 - 3/31/43 UNITS (CANDLE POWER)					4/1/43 - 12/31/43 UNITS (CANDLE POWER)							
MUNICIPALITY	ROUTE	250	400	600	1000	Total Units	250	400	600	1000	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Little Falls Twp.	23			12		12			12		12	$ 256.80	$ 492.00	$ 748.80
Paterson	3			73		73			73		73	1,562.20	2,993.00	4,555.20
Wayne Twp.	23		10			10		10			10	121.50	410.00	531.50
TOTAL			10	85		95		10	85		95	1,940.50	3,895.00	5,835.50

SALEM COUNTY

		1/1/43 - 3/31/43 UNITS (CANDLE POWER)					4/1/43 - 12/31/43 UNITS (CANDLE POWER)							
MUNICIPALITY	ROUTE	250	400	600	1000	Total Units	250	400	600	1000	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Elmer Boro	48			7		7	3	2			5	$ 119.22	$ 194.85	$ 314.07
L.Penns Neck Twp.	44		37	1		38		38			38	390.15	1,504.80	1,894.95
Penns Grove Boro	44 & 48			15		15		14			14	206.22	564.30	770.52
Quinton Twp.	49		4			4	4				4	40.80	127.80	168.60
Salem City	45			11	3	14	3	8		3	14	266.25	531.45	797.70
U.Penns Neck Twp.	44 & 48		2	22		24	4	20			24	300.90	919.80	1,220.70
Woodstown Boro	45 & 48		2	15	1	18	5	12	1		18	229.80	674.55	904.35
TOTAL			45	71	4	120	19	94	1	3	117	$1,553.34	$4,517.55	$6,070.89

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

SOMERSET COUNTY

MUNICIPALITY	ROUTE	1/1/43 - 3/31/43 UNITS (CANDLE POWER) 250	400	600	1000	Total Units	4/1/43 - 12/31/43 UNITS (CANDLE POWER) 250	400	600	1000	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Bedminster Twp.	31 & 32		21			21		10			10	$ 127.50	$ 375.83	$ 503.33
Bernardsville	32		4	15	1	20		14	1		15	218.75	477.31	696.06
Bound Brook Boro	28 & 29		2	36		38		2	22		24	570.01	1,127.50	1,697.51
Bridgewater Twp.	28 & 29	1	16			17	1	15			16	185.29	666.25	851.54
Green Brook Twp.	29		6	2		8		9			9	110.94	358.75	469.69
N.Plainfield Boro	29		11	4		15		14			14	182.39	584.25	766.64
Peapack-Gladstone	31		1			1		1			1	10.00	22.03	32.03
Raritan Town	29 & 31		5	9		14		14			14	190.92	574.00	764.92
Somerville	28 & 29		17	37		54		37	9		46	731.20	1,968.00	2,699.20
Watchung	29		3			3		3			3	36.45	123.00	159.45
TOTAL		1	86	103	1	191	1	119	32		152	$2,363.45	$6,276.92	$8,640.37

SUSSEX COUNTY

MUNICIPALITY	ROUTE	1/1/43 - 3/31/43 UNITS (CANDLE POWER) 250	400	600	1000	Total Units	4/1/43 - 12/31/43 UNITS (CANDLE POWER 250	400	600	1000	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Hamburg	23 & 31		10			10		10			10	$100.00	$275.00	$375.00
Sussex Boro	8N & 23		2			2		2			2	20.00	45.00	65.00
TOTAL			12			12		12			12	$120.00	$320.00	$440.00

MUNICIPAL REIMBURSEMENT - 1943 AGREEMENTS

UNION COUNTY

		1/1/43 - 3/31/43 UNITS (CANDLE POWER)				4/1/43 - 12/31/43 UNITS (CANDLE POWER)						
MUNICIPALITY	ROUTE	250	400	600	Total Units	250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Cranford Twp.	28		7	31	38		31		31	$ 563.76	$1,342.75	$1,906.51
Elizabeth	S24,26,27,28		167	87	254		254		254	3,287.29	10,414.00	13,701.29
Garwood Boro	28			26	26		20		20	321.35	881.50	1,202.85
Hillside Twp.	S24 & 29		61	3	64		56		56	711.64	2,378.00	3,089.64
Linden City	25 & 27		49	141	190		190		190	2,634.57	7,790.00	10,424.57
Mountainside	29		6	2	8		6	2	8	115.70	328.00	443.70
Rahway	25 & 27		83	28	111		110		110	1,404.13	4,520.25	5,924.38
Roselle Boro	27		27		27		27		27	328.05	1,107.00	1,435.05
Roselle Park	28	2		52	54		54		54	770.28	2,214.00	2,984.28
Scotch Plains	29		9		9		9		9	109.35	369.00	478.35
Springfield Twp.	24,S24 & 29	3		68	71		36		36	815.40	1,852.65	2,668.05
Summit City	24		32		32		13		13	234.30	734.85	969.15
Union Twp.	24,S24 & 29			272	272		152		152	2,840.30	7,462.00	10,302.30
Westfield Town	28		8	51	59		50		50	634.83	2,142.25	2,777.08
TOTAL		5	449	761	1215		1008	2	1010	$14,770.95	$43,536.25	$58,307.20

WARREN COUNTY

		1/1/43 - 3/31/43 UNITS (CANDLE POWER)				4/1/43 - 12/31/43 UNITS (CANDLE POWER)						
MUNICIPALITY	ROUTE	250	400	600	Total Units	250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Hackettstown	6			46	46		28	16	44	$2,083.83	$ 736.00	$2,819.83
Washington Boro	24 & 30		17	3	20		16		16	177.50	358.63	536.13
TOTAL			17	49	66		44	16	60	$2,261.33	$1,094.63	$3,355.96

WAR EMERGENCY CURTAILMENT PROGRAM

	1942 PROGRAM						1943 PROGRAM														
	CANDLE POWER UNITS						CANDLE POWER UNITS						LAMPS REDUCED		LAMPS DISCONNECTED					NEW LAMPS	RESTORED TO SERVICE
	60	100	250	400	600	1000	60	100	250	400	600	1000	400 to 250	600 to 400	60	100	250	400	600		
PS 154 Locations	11	40	397	1430	935	11	11	40	288	1388	809	11	6	98			115	243	28	109-400	
JCP&L 62 Locations	30	17	144	671	10		30	17	85	517				10	30	13	100	195		28-400	30-60 13-100 41-250 3-400
ACE 35 Locations			795	201	19				67	170				19			733	51		4-250 1-400	1-250
NJP&L 21 Locations		2	12	220	49			2	16	221	5		4	31				54	13	27-400	1-400
RE 2 Locations				18						18											
VE 1 Location				4						4											
	43	59	1348	2544	1013	11	43	59	456	2318	814	11	10	158	30	13	948	543	41	169	89
			(5018)						(3701)				(168)				(1575)				

275 Locations - 1943

HIGHWAY LIGHTING REIMBURSEMENT

WAR EMERGENCY CURTAILMENT PROGRAM

COUNTY

Utility Co.	1942 PROGRAM				1943 PROGRAM															
	CANDLE POWER UNITS				CANDLE POWER UNITS				LAMPS REDUCED					LAMPS DISCONTINUED				NEW LAMPS		LAMPS INCREASED
	250	400	600	1000	250	400	600	1000	600 to 250	400 to 250	600 to 400	1000 to 400	1000 to 600	250	400	600	1000	400	600	250 to 400
PS	29	239	365		37	400	157			10	196			2	25	12				
JCP	24	168	91		25	236	2			4	83			3	11	6				
ACE	163	238	61		190	249	9			35	52			8	6					
NJP	67	103	12		77	103				10	12				2					
	283	748	529		329	988	168			59	343			13	44	18				

PS - Public Service Electric & Gas Co.
JCP - Jersey Central Power & Light Co.
ACE - Atlantic City Electric Co.
NJP - New Jersey Power & Light Co.

HIGHWAY LIGHTING REIMBURSEMENT

WAR EMERGENCY CURTAILMENT PROGRAM

MUNICIPAL

Utility Co.	1942 PROGRAM				1943 PROGRAM															
	CANDLE POWER UNITS				CANDLE POWER UNITS				LAMPS REDUCED					LAMPS DISCONTINUED				NEW LAMPS		LAMPS INCREASED
	250	400	600	1000	250	400	600	1000	600 to 250	400 to 250	600 to 400	1000 to 400	1000 to 600	250	400	600	1000	400	600	250 to 400
PS	60	1140	2419	30	26	2127	952	17			1120	7	6	32	148	365		6	12	2
JCP	20	360	847	4	43	769			28	14	568	4		19	149	251				
ACE		447	182	4	111	320	9	3	25	86	137		1		178	12				
NJP		171	225	1		248	22				159		1		82	45				
Misc.	1	295	19	83	28	197				28	19	53		1	142		30			
	81	2413	3692	122	208	3661	983	20	53	128	2003	64	8	52	699	673	30	6	12	2

PS	-	Public Service Electric & Gas Co.
JCP	-	Jersey Central Power & Light Co.
ACE	-	Atlantic City Electric Co.
NJP	-	New Jersey Power & Light Co.

100% STATE LIGHTING

WAR EMERGENCY CURTAILMENT PROGRAM

COST COMPARISON

UTILITY COMPANY	1942	1943	SAVING
Public Service Electric & Gas Co.	$123,381.06	$110,897.63	$12,483.43
Jersey Central Power & Light Co.	37,918.70	31,786.50	6,132.20
Atlantic City Electric Co.	42,157.30	11,369.40	30,787.90
New Jersey Power & Light Co.	10,345.35	9,003.19	1,342.16
Rockland Electric Co.	970.70	970.00	0
Vineland Electric Co.	200.00	200.00	0
	$214,973.11	$164,227.42	$50,745.69

	1942	1943	REDUCTIONS
Lighting Units in Service	5018	3701	1317

Lighting units reduced in size	168
Lighting units disconnected	1575
New lighting units installed	169
Lighting units restored	89

COUNTY REIMBURSEMENT LIGHTING

WAR EMERGENCY CURTAILMENT PROGRAM

COST COMPARISON

UTILITY	COUNTY			STATE		
CO.	1942	1943	Saving	1942	1943	Saving
P.S.	$18,406.61	$16,784.89	$1,621.72	$18,504.61	$16,882.90	$1,621.71
J.C.P.&L.	8,207.30	7,419.44	787.86	8,207.30	7,419.44	787.86
A.C.E.	10,951.60	10,528.59	423.01	10,951.60	10,528.59	423.01
N.J.P.&L.	2,774.76	2,668.36	106.40	2,774.76	2,668.36	106.40
TOTAL	$40,340.27	$37,401.28	$2,938.99	$40,438.27	$37,499.29	$2,938.98

Note: P.S. - Public Service Electric & Gas Co.
J.C.P.&L. - Jersey Central Power & Light Co.
A.C.E. - Atlantic City Electric Co.
N.J.P.&L. - New Jersey Power & Light Co.

MUNICIPAL REIMBURSEMENT LIGHTING

WAR EMERGENCY CURTAILMENT PROGRAM

COST COMPARISON

UTILITY CO.	MUNICIPAL			STATE		
	1942	1943	Saving	1942	1943	Saving
P.S.	$ 66,317.15	$51,399.18	$14,917.97	$148,707.00	$132,228.94	$16,478.06
JCP&L	27,818.60	15,122.25	12,696.35	50,963.40	37,537.60	13,425.80
A.C.E.	8,440.20	6,645.55	1,794.65	25,066.80	18,898.53	6,168.27
NJP&L	7,668.83	5,160.08	2,508.75	9,412.02	7,518.35	1,893.67
Miscellaneous	7,128.80	4,016.41	3,112.39	13,511.00	9,032.00	4,479.00
TOTAL	$117,373.58	$82,343.47	$35,030.11	$247,660.22	$205,215.42	$42,444.80

Note: P.S. - Public Service Electric & Gas Co.
JCP&L - Jersey Central Power & Light Co.
A.C.E. - Atlantic City Electric Co.
N.J.P.&L. - New Jersey Power & Light Co.

REIMBURSEMENT LIGHTING

WAR EMERGENCY CURTAILMENT PROGRAM

SAVINGS

UTILITY CO.	COUNTY	MUNICIPAL	STATE COUNTY	STATE MUNICIPAL	STATE TOTAL
Public Service E&G Co.	$1,621.72	$14,917.97	$1,621.71	$16,478.06	$18,099.77
Jersey Central P&L Co.	787.86	12,696.35	787.86	13,425.80	14,213.66
Atlantic City Elec. Co.	423.01	1,794.65	423.01	6,168.27	6,591.28
N.J. Power & Light Co.	106.40	2,508.75	106.40	1,893.67	2,000.07
Miscellaneous		3,112.39		4,479.00	4,479.00
TOTAL	$2,938.99	$35,030.11	$2,938.98	$42,444.80	$45,383.78

	COUNTY			MUNICIPAL			TOTAL REDUCTIONS
	1942	1943	Reduc.	1942	1943	Reduc.	
Lighting Units in Service	1560	1485	75	6308	4872	1436	1511

	COUNTY	MUNICIPAL	TOTAL
Lighting Units Reduced in Size	402	2276	2678
Lighting Units Disconnected			1529
Lighting Units Installed (New)		18	18
Lighting Units Increased in Size		2	2

C4

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

HIGHWAY TRAFFIC SIGNALS - STATE MAINTAINED
IN OPERATION 12/31/43

JOB NO.	ROUTE NO.	LOCATION	TYPE OF SIGNAL
108	1	Secaucus Road, North Bergen	Normal Green
110	1	Duncan Avenue, Jersey City	Normal Green
120	1	Palisades Ave., Englewood Cliffs	Normal Out Flasher
197	1	Manhattan Avenue, Jersey City	Normal Green
198	1	County Road, Jersey City	Normal Green
304	3	Paterson Plank Rd.,Secaucus Plaza	Normal Green
308	3	Paterson Plank Rd.,Secaucus(East)	Pretimed
309	3	County Road, Secaucus	Pretimed
311	3	Lincoln Tunnel Approach (N.Bergen)	Normal Green
322	3	Roosevelt Avenue, Secaucus	Pretimed Flasher
400	4 & S49	Rio Grande, Middle Township	Normal Out
403	4 & 25	Woodbridge Cloverleaf, Woodbridge	Flasher
437	4	North Wildwood Road, Burleigh	Normal Out
454	4 & 43	Absecon	Normal Green
455	4 & 48	Pleasantville	Normal Green
462	4 & S40	Manahawkin	Normal Green
464	4	Main Street, River Edge	Normal Green
465	4	Paramus Road, Paramus	Normal Green
466	4	Spring Valley Road, Paramus	Normal Green
496	4 & 37	Toms River	Normal Out
603	6 & 30	Buttsville	Normal Out
604	6	Roff Avenue, Palisades Park	Normal Green
606	6	Two Bridges Rd., Caldwell Twp.	Normal Green
619	6 & 32	Parsippany	Normal Out
686	6	Five Corners, Totowa	Normal Out
687	6	Liberty Street, Little Ferry	Normal Out
711	7	Elm Street, North Arlington	Normal Out Flasher
713	7	Passaic Avenue, Nutley	Pretimed Flasher
714	7	Park Avenue, Nutley	Normal Green Flasher
715	7	Schuyler Ave, N.Arlington-Kearny	Normal Green
1006	10	Littleton Road,Parsippany-TroyHills	Normal Out
1009	10	Livingston Avenue, Livingston	Normal Green
1201	12 & 30	Church Street, Flemington	Normal Out
1712	17	Allendale Avenue, Saddle River	Normal Out
1713	17	Ridgewood Avenue, Paramus	Normal Out
1714	17	Sherwood Avenue, Waldwick	Normal Out
1715	17	Union Avenue, East Rutherford	Normal Out
1717	17	Ridge Road, Rutherford-Lyndhurst	Normal Green
1718	17	Williams Ave.,Hasbrouck Heights	Normal Green
1720	17	Orient Way, Rutherford-Lyndhurst	Normal Green
2301	23	Greenwood Avenue, Mountainview	Flasher
2306	23	Lindsley Road, Cedar Grove	Normal Out
2307	23	Bradford Avenue, Cedar Grove	Normal Out
2401	24	Millburn Avenue, Millburn	Normal Green Flasher
2407	24	Summit Avenue, Summit	Normal Green
2511	25	Stiles Street, Linden	Normal Green

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

HIGHWAY TRAFFIC SIGNALS - STATE MAINTAINED
IN OPERATION 12/31/43

JOB NO.	ROUTE NO.	LOCATION	TYPE OF SIGNAL
2513	25	Avenel Avenue, Avenel	Normal Green
2514	25	Stockton Street, Hightstown	Normal Green
2527	25	East Grand Avenue, Rahway	Normal Green Flasher
2528	25	East Milton Avenue, Rahway	Normal Green Flasher
2541	25	Lawrence Avenue, Rahway	Normal Green Flasher
2555	25	South Street Ramp, Newark	Flasher
2564	25	Tuxedo Place, Linden	Normal Green
2565	25	Park Avenue, Linden	Normal Green
2566	25	Bachellor Avenue, Linden	Normal Green
2568	25	Clinton Street, Linden	Normal Green
2569	25	Wood Avenue, Linden	Normal Green
2571	25	Myrtle Avenue, Elizabeth	Normal Green
2575	25	Hampton Street, Linden	Normal Green
2595	25	Yardville-Allentown Rd., Hamilton Twp.	Normal Green
2606	26	Jersey Avenue, New Brunswick	Flasher
2608	26	Slack Avenue, Lawrence Township	Normal Green
2702	27	Harneys Corner, Lawrence Township	Normal Green
2703	27	Inman Avenue, Rahway	Normal Green Flasher
2704	27	West Scott Avenue, Rahway	Normal Green Flasher
2705	27	West Milton Avenue, Rahway	Normal Green Flasher
2709	27	Plainfield Avenue, Stelton	Manual - Flasher
2801	28	Shimers Corner, Phillipsburg	Flasher
2802	28	Leigh Street, Clinton	Normal Green
2813	28	Locust Street, Roselle Park	Normal Green Flasher
2831	28	Terrill Road, Plainfield-Fanwood	Normal Out
2916	29	New Providence Road, Mountainside	Normal Green
2934	29	Chimney Rock Road, Bridgewater Twp.	Normal Green
2935	29	Mountain Avenue, Bridgewater Twp.	Normal Green
3003	30	Parkside Avenue, Ewing Township	Normal Green
3009	30 & 28	Clinton Point	Pretimed
3013	30	Parkway Avenue, Trenton	Normal Out
3014	30	Olden Avenue, Ewing Township	Normal Out
3022	30	East Main Street, Flemington	Flasher
3102	31	Somerset Street, Town of Raritan	Normal Green
3110	31 & 29	Mountain Avenue, Somerville	Pretimed
3213	32	Blaziers Corner, Bernardsville	Normal Green Flasher
3302	33	Colts Neck-Farmingdale Rd., Howell Twp.	Flasher
3307	33	Main Street, Freehold	Normal Out
3311	33 & 4	Freehold	Normal Out
3314	33 & 35	Neptune City	Normal Green
3402	34	Monmouth County, #1. Colts Neck	Normal Out
3405	34 & 4	Matawan	Normal Out Flasher
3407	34	Hurleystown School House Road	Flasher
3507	35	Allaire Road and Warren Avenue, Spring Lake Heights	Normal Out Flasher
3516	35	Deal Road	Flasher

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION
HIGHWAY TRAFFIC SIGNALS - STATE MAINTAINED
IN OPERATION 12/31/43

JOB NO.	ROUTE NO.	LOCATION	TYPE OF SIGNAL
3524	35	Broadway, Keyport	Normal Green Flasher
3526	35	Sea Girt Avenue, Wall Township	Flasher
3534	35	Entrance to Fort Monmouth	Manual - Flasher
3537	35	Cliffwood Avenue, Matawan Township	Manual - Flasher
3539	35	Soldiers Encampment, So. Eatontown	Manual - Flasher
3548	35 & 4N	Warren Avenue, Spring Lake	Normal Out
* 3598	35	Edison Bridge	Manual
3601	36	Palmer Avenue, Keansburg	Normal Out
3604	36	Broad Street, Keyport	Normal Green
3702	37	Bridge Street, Bay Head	Normal Out
3805	38	Chapel Avenue, Delaware Township	Normal Out
3912	39 & 43	Hammonton	Normal Out
4101	41 & 42	Runnemede	Normal Out
4203	42	Sandy Lane, Bellmawr	Normal Out
4205	42	Nicholson Road, Haddon Township	Normal Green
4208	42	Clementon-Blackwood Road	Normal Green
4312	43	Kings Highway, Audubon	Normal Green
4313	43	Warwick Road, Magnolia	Normal Out
4314	43	Evesham Road, Magnolia	Normal Out
4405	44	Delaware Ordnance Depot, Pedricktown	Manual - Flasher
4406	44 & 48	Virginia Avenue, Penns Grove	Normal Green
4451	44 & S44	Bridgeport	Normal Out
4509	45	Haddon Avenue, Collingswood	Normal Green
4510	45	Nicholson Road, Gloucester City	Normal Green
4515	45	Market Street, Gloucester City	Normal Green
4516	45	Highland Boulevard, Gloucester City	Normal Green
4707	47 & 48	Old Delsea Drive, Malaga	Normal Out
** 4803	48 & 50	Cape May Avenue, Mays Landing	Normal Green
4804	48 & 50	Harding Highway, Mays Landing	Normal Out
4805	48	Old Delsea Drive, Malaga	Flasher
5105	S1	Edgewater Avenue, Ridgefield	Normal Green Flasher
6004	S28	Milltown-South River Road	Flasher
6601	33 & 4N	Main Street, Neptune	Pretimed
6602	35 & 4N	Eatontown	Normal Green
6623	4N	Sixteenth Avenue, Belmar	Flasher
6707	5N & 6	Denville	Normal Green Flasher
7501	25	Federal Street, Pennsauken Twp.	Normal Green
7502	25N	Hackensack Avenue, Kearny	Normal Green
7503	25	Depressed Roadway, Jersey City	Manual
7517	25	Hazelwood Avenue Ramp, Rahway	Flasher
7519	25	Barracks Area UND 8, Newark Airport	Manual
7520	25	Wilson Avenue Ramp, Newark Viaduct	Flasher
4989		Fernwood Gate, Fernwood	Manual

* Note: Job #3598 Turned Off for Duration of War 4/30/43
** Note: Job #4803 Turned Off for Duration of War 3/5/43

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

NEW SIGNALS INSTALLED DURING 1943

JOB NO.	ROUTE	LOCATION	TYPE	DATE IN SERVICE
7581	25A	Hudson & Manhattan R.R. Bridge, Newark	Bridge Signals	May 27, 1943
7520	25	Wilson Ave. Ramp, Newark Viaduct	Flasher	Oct. 20, 1943
9989		Scotch Road, Fernwood Entrance	Manual Control	Feb. 19, 1943
2555	25	Addition to 2555, South St. Ramp, Newark	Flasher	Sept. 27, 1943

SIGNALS REMOVED FROM SERVICE DURING 1943

JOB NO.	ROUTE	LOCATION	TYPE	DATE IN SERVICE
3598-58	35	Edison Bridge	Manual Control	Apr. 30, 1943
4803-58	48	Mays Landing, Cape May Ave.	Normal Green	Mar. 5, 1943

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

HIGHWAY TRAFFIC SIGNAL MAINTENANCE - 1943

HIGHWAY TRAFFIC SIGNALS IN OPERATION DECEMBER 31, 1943

Fully-Actuated, Normal Green	4
Semi-Actuated, Normal Green	61
Semi-Actuated, Normal Out	37
Flashers	15
Pretimed	7
Manual	8
TOTAL HIGHWAY TRAFFIC SIGNALS	132
TOTAL BRIDGE TRAFFIC SIGNALS	28
TOTAL	160

MAINTENANCE HIGHWAY TRAFFIC SIGNALS

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	1943 TOTAL
ROUTINE INSPECTIONS	202	180	172	187	160	156	168	183	184	200	174	208	2174
EMERGENCY CALLS	30	15	18	17	20	21	14	16	8	15	10	15	199
TOTAL SERVICES	232	195	190	204	180	177	182	199	192	215	184	223	2373

	1943				1942			
	NO. SIGNALS	ROUTINE INSPECTIONS	EMERGENCY CALLS	TOTAL SERVICES	NO. SIGNALS	ROUTINE INSPECTIONS	EMERGENCY CALLS	TOTAL SERVICES
	132	2174	199	2373	132	2997	219	3216
SERVICE PER SIGNAL		16.5	1.5	18.0		22.7	1.7	24.4

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

TRAFFIC SIGNALS CONVERTED NORMAL OUT TO NORMAL GREEN DURING 1943

JOB NO.	ROUTE	LOCATION	DATE CHANGED
454	4 & 43	Absecon	Jan. 25, 1943
466	4	Spring Valley Road, Paramus	Jan. 25, 1943
604	6	Roff Avenue, Palisades Park	Apr. 7, 1943
606	6	Two Bridges Road, Caldwell Township	Feb. 18, 1943
715	7	Schuyler Ave., No. Arlington & Kearny	Jan. 6, 1943
1718	17	Williams Avenue, Hasbrouck Heights	Jan. 25, 1943
2513	25	Avenel Avenue, Avenel	Feb. 2, 1943
2514	25	Stockton Street, Hightstown	Jan. 28, 1943
2595	25	Yardville-Allentown Road	June 21, 1943
2608	26	Slack Avenue, Lawrence Township	Mar. 31, 1943
2802	28	Leigh Street, Clinton	Feb. 10, 1943
2813	28	Locust Street, Roselle Park	Feb. 5, 1943
2934	29	Chimney Rock Road, Bridgewater Twp.	Feb. 4, 1943
2935	29	Mountain Avenue, Bridgewater Twp.	Jan. 22, 1943
3003	30	Parkside Avenue, Ewing Township	Feb. 2, 1943
3102	31	Somerset Street, Town of Raritan	Feb. 18, 1943
3213	32	Blaziers Corner, Bernardsville	Jan. 22, 1943
3604	36	Broad Street, Keyport	Mar. 26, 1943
4208	42	Clementon-Blackwood Road, Gloucester Twp.	Jan. 25, 1943
4803	48 & 50	Cape May Avenue, Mays Landing	Jan. 25, 1943
6602	35 & 4N	Eatontown	Mar. 25, 1943
7502	25M	Hackensack Avenue, Kearny	Jan. [illegible], 1943

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

TRAFFIC SIGNALS RETIMED DURING 1943

JOB NO.	ROUTE	LOCATION	TYPE	DATE RETIMED
2511	25	Stiles Street, Linden	Normal Green	Oct. 5, 1943
2702	27	Harneys Corner, Lawrence Twp.	Normal Green	Feb. 10, 1943
3805	38	Chapel Avenue, Delaware Twp.	Normal Out	Aug. 4, 1943
4208	42	Clementon-Blackwood Road, Gloucester Township	Normal Green	July 7, 1943
4208	42	Clementon-Blackwood Road, Gloucester Township	Normal Green	July 20, 1943
4509	45	Haddon Avenue, Collingswood	Normal Green	Feb. 25, 1943

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

FLASHER MECHANISMS INSTALLED DURING 1943

JOB NO.	ROUTE	LOCATION	TYPE	DATE INSTALLED
711	7	Elm St., Kearny-No.Arlington	Normal Out	April 13, 1943
714	7	Park Avenue, Nutley	Normal Green	April 1, 1943
2401	24	Millburn Avenue, Millburn	Normal Green	Apr. 20. 1943
2527	25	East Grand Ave., Rahway	Normal Green	April 9, 1943
2528	25	East Milton Ave., Rahway	Normal Green	April 9, 1943
2541	25	Lawrence Avenue, Rahway	Normal Green	Apr. 12, 1943
2703	27	Inman Avenue, Rahway	Normal Green	Jan. 21, 1943
2704	27	West Scott Ave., Rahway	Normal Green	April 5, 1943
2705	27	West Milton Ave., Rahway	Normal Green	April 5, 1943
2813	28	Locust St., Roselle Park	Normal Green	Nov. 19, 1943
3213	32	Blaziers Cor., Bernardsville	Normal Green	Oct, 27, 1943
3507	35	Allaire Road-Warren Ave., Spring Lake	Normal Out	April 7, 1943
3524	35	Broadway, Keyport	Normal Green	April 9, 1943
6707	5N & 6	Denville	Normal Green	July 16, 1943

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

TRAFFIC SIGNALS OPERATED AS FLASHERS - 1943

JOB NO.	ROUTE	LOCATION	TYPE	DATE CHANGED
711	7	Elm St., Kearny-No.Arlington	Normal Out	*
713	7	Passaic Avenue, Nutley	Pretimed	*
714	7	Park Avenue, Nutley	Normal Green	*
2401	24	Millburn Avenue, Millburn	Normal Green	April 10,1943
2527	25	East Grand Avenue, Rahway	Normal Green	*
2528	25	East Milton Avenue, Rahway	Normal Green	*
2541	25	Lawrence Avenue, Rahway	Normal Green	*
2703	27	Inman Avenue, Rahway	Normal Green	*
2704	27	West Scott Avenue, Rahway	Normal Green	*
2705	27	West Milton Avenue, Rahway	Normal Green	*
2813	28	Locust Street, Roselle Park	Normal Green	*
3213	32	Blaziers Corner, Bernardsville	Normal Green	Oct. 27,1943
3405	34&4	Matawan	Normal Out	Dec. 3, 1942
3507	35	Allaire Road & Warren Ave., Spring Lake Heights	Normal Green	Apr. 7, 1943
3524	35	Broadway, Keyport	Normal Green	Apr. 9, 1943
5707	5&6	Denville	Normal Green	July 16,1943

* Operated as Flasher at discretion of local police.

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

ELECTRIC CAUTIONARY AND DIRECTIONAL SIGNS
IN SERVICE DECEMBER 31, 1943

			KIND			TYPE		
JOB NO.	ROUTE	LOCATION	CAUTIONARY	DIRECTIONAL	TOTAL	INCANDESCENT	FLUORESCENT	[illegible]
111	1 & 3	North Bergen Circle	3	10	13	13	-	-
116	1, 10, & 25	Tonnele Ave., Circle, Jersey City	-	20	20	17	3	-
117	1, 10 & 25	Wallis Ave., Circle, Jersey City	4	14	18	18	-	-
119	1	Broad Avenue Circle, Ridgefield	3	7	10	-	10	-
146	1, 4 & 6	G. Washington Bridge Plaza	1	26	27	27	-	-
307	3, 4 & 6	Paterson	-	3	3	-	3	-
312	3	Lincoln Tunnel Approach	* 10	12	22	14	8	-
407	4 & 25	Woodbridge Cloverleaf	-	20	20	20	-	-
408	4 & 35	South Amboy Circle	1	5	6	6	-	-
414	4 & 33	Freehold Circle	5	15	20	20	-	-
440	4 & S4	Perth Amboy Circle	4	8	12	-	12	-
448	4	Cheesequake Control	-	4	4	-	4	-
605	6 & 23	Singac Circle	4	15	19	19	-	-
607	6 & 31	Netcong Grade Separation	3	16	19	19	-	-
609	6 & 10	Ledgewood Circle	4	9	13	13	-	-
618	6	Depressed Roadway, Palisades Park	-	2	2	2	-	-
629	6	Bloomfield Ave., Montville Twp.	-	4	4	-	4	-
1007	10	Lake Hopatcong Rd., Gr. Sep.	2	5	7	7	-	-
1202	12, 29 & 30	Flemington Circle	4	12	16	-	16	-
1704	4 & 17	Paramus Cloveleaf	-	12	12	12	-	-
1718	6 & 17	Grade Sep., Hasbrouck Hgts.	-	10	10	-	10	-
2310	23	Smith Mills Control	-	2	2	-	2	-
2403	24 & 28	Still Valley Circle	3	5	8	-	8	-
2404	24 & 28	Grade Sep., Lopatcong	2	2	4	-	4	-
2405	24 & 28	Straw Church Circle	3	6	9	-	9	-
2503	25, 38, 10 & 15	Camden Airport Circle	5	10	15	-	15	-
2519	25	Pulaski Skyway Down Ramp	-	3	3	3	-	-
2520	25 & S26	North Brunswick Circle	4	13	17	-	17	-
2524	25	Woodbridge Ave., Raritan Twp.	-	1	1	1	-	-
2532	21, 25 & 29	Newark Junction	3	12	15	15	-	-
2554	25 & S25	Burlington	-	1	1	1	-	-
2557	25	Bayway Circle	5	8	13	-	13	-
2558	25 & 33	Hightstown By-Pass	-	2	2	2	-	-
2577	25	Green Street Circle and	2	10	12	12	-	-
	25 & 35	Woodbridge Grade Separation	-	6	6	4	2	-

* Red Island Markers

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

ELECTRIC CAUTIONARY AND DIRECTIONAL SIGNS
IN SERVICE DECEMBER 31, 1943

JOB NO.	ROUTE	LOCATION	KIND			TYPE		
			CAUTIONARY	DIRECTIONAL	TOTAL	INCANDESCENT	FLUORESCENT	NEON
2602	26	Penns Neck Circle & Appr.	7	4	11	8	1	2
2606	26	Jersey Ave., New Brunswick	1	-	1	1	-	-
2609	26 & 27	Trenton Circle	3	9	12	-	-	12
[illegible]	28, 29, 31	Somerville Circle	5	13	18	18	-	-
[illegible]	29	Mountain Ave., Circle	3	6	9	9	-	-
[illegible]	29	Westfield Ave., Mountainside	-	4	4	-	4	-
[illegible]	29 & S24	Morris Ave., Union	-	7	7	7	-	-
3310	33 & 34	Collingswood Park	2	6	8	8	-	-
3312	33 & 34	Hurley's Corner	4	11	15	15	-	-
[illegible]	34 & 35	Brielle Circle	4	14	18	-	18	-
3506	35	Asbury Ave., Circle	4	14	18	-	18	-
3509	35 & 36	Keyport Control	3	2	5	-	5	-
* 3512	35	Morgan Grade Separation	-	2	2	2	-	-
3529	35	Maple Ave. & Broad St. Red Bank	-	2	2	-	2	-
3533	35 & 4	S. Amboy Approach to Edison Bridge	-	5	5	5	-	-
[illegible]	35	Catherine Street, S. Amboy	1	-	1	-	-	1
[illegible]	4 & 35	Main Street Control, S. Amboy	-	4	4	4	-	-
[illegible]	38, 41, S41	Kings Highway Circle	6	12	18	-	18	-
[illegible]	38 & 40	Browning Road Circle	6	15	21	-	21	-
4002	40 & S41	Marlton Circle, Evesham Twp.	4	10	14	-	14	-
[illegible]	39 & 40	Red Lion Circle	4	12	16	-	16	-
[illegible]	34, 35, 40	Laurelton Circle	5	14	19	19	-	-
4207	42 & 48	McKee City Circle	2	6	8	-	-	8
4310	43 & 50	Egg Harbor City	-	1	1	-	1	-
[illegible]	43 & 45	Collingswood Circle	4	10	14	-	14	-
[illegible]	25 & S28	New Brunswick Circle	4	8	12	12	-	-
[illegible]	40 & S40	Four Mile Ongs Hat Circle	5	14	19	-	19	-
[illegible]	S41 & 43	Berlin Grade Separation	-	2	2	-	2	-
[illegible]	25	Pulaski Skyway Lockwood Street Ramp	-	1	1	1	-	-
[illegible]	25	Pulaski Skyway, Kearny & Braodway Ramps	-	2	2	2	-	-
** [illegible]	25	Pulaski Skyway	-	-	-	-	-	-
[illegible]	25 & 39	Ward Avenue, Bordentown	-	2	2	-	2	-
[illegible]	25 & 39	South of Butts Ave., Bordentown	-	3	3	-	3	-
		66 Jobs Totals	152	525	677	356	298	23

* 3512 - 1 Cautionary (Incandescent) light removed 11/26/43
** [illegible] - 2 Cautionary (Fluorescent) light removed 11/15/43

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

ELECTRIC CAUTIONARY AND DIRECTIONAL SIGNS
PLACED IN SERVICE - 1943

			KIND			TYPE		
JOB NO.	ROUTE	LOCATION	CAUTIONARY	DIRECTIONAL	TOTAL	INCANDESCENT	FLUORESCENT	NEON
303	3, 4 & 6	Paterson In service 12/8/43	-	3	3	-	3	-
313	3	Lincoln Tunnel Approach * In service 9/10/43	10	8	18	10	8	-
		2 Locations - Totals	10	11	21	10	11	-

* Red Island Markers

UNDER CONSTRUCTION - NOT COMPLETED 1943

JOB NO.	ROUTE	LOCATION	CAUTIONARY	DIRECTIONAL	TOTAL	INCANDESCENT	FLUORESCENT	NEON
2327	23	Black Oak Ridge Road Circle	5	9	14	-	14	-
4801	48	Tilton Road, Margate Road Circle	1	6	7	-	-	7
4802	48	Harding Highway, Tilton Road Circle	2	8	10	-	-	10
3525	4N & 35	Eatontown Circle	5	9	14	-	14	-
2508	25	Pulaski Skyway	5	-	5	-	5	-
		5 Locations - Totals	18	32	50	-	33	17

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

ELECTRIC CAUTIONARY AND DIRECTIONAL SIGNS
IN SERVICE DECEMBER 31, 1942 AND DECEMBER 31, 1943

	TYPE SIGN	CAUTIONARY	DIRECTIONAL	TOTAL SIGNS
SIGNS IN SERVICE 12/31/42	Incandescent	61	286	347
	Fluorescent	76	213	289
	Neon	8	15	23
	Totals	145	514	659
SIGNS INSTALLED OR TAKEN OVER IN 1943	Incandescent	10	-	10
	Fluorescent	-	11	11
	Neon	-	-	-
	Totals	10	11	21
SIGNS REMOVED IN 1943	Fluorescent	2	-	2
	Incandescent	1	-	1
	Totals	3	-	3
SIGNS IN SERVICE 12/31/43	Incandescent	70	286	356
	Fluorescent	74	224	298
	Neon	8	15	23
	Totals	152	525	677

ANNUAL REPORT

OF THE

DIVISION OF PLANT AND EQUIPMENT

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1943

ANNUAL REPORT

EQUIPMENT DIVISION

1943.

Fernwood Service Station
Trenton, New Jersey

April 12, 1944.

Mr. Eugene V. Connett, Administrative Assistant

New Jersey State Highway Department

State House Annex,

Trenton, New Jersey

Dear Sir:

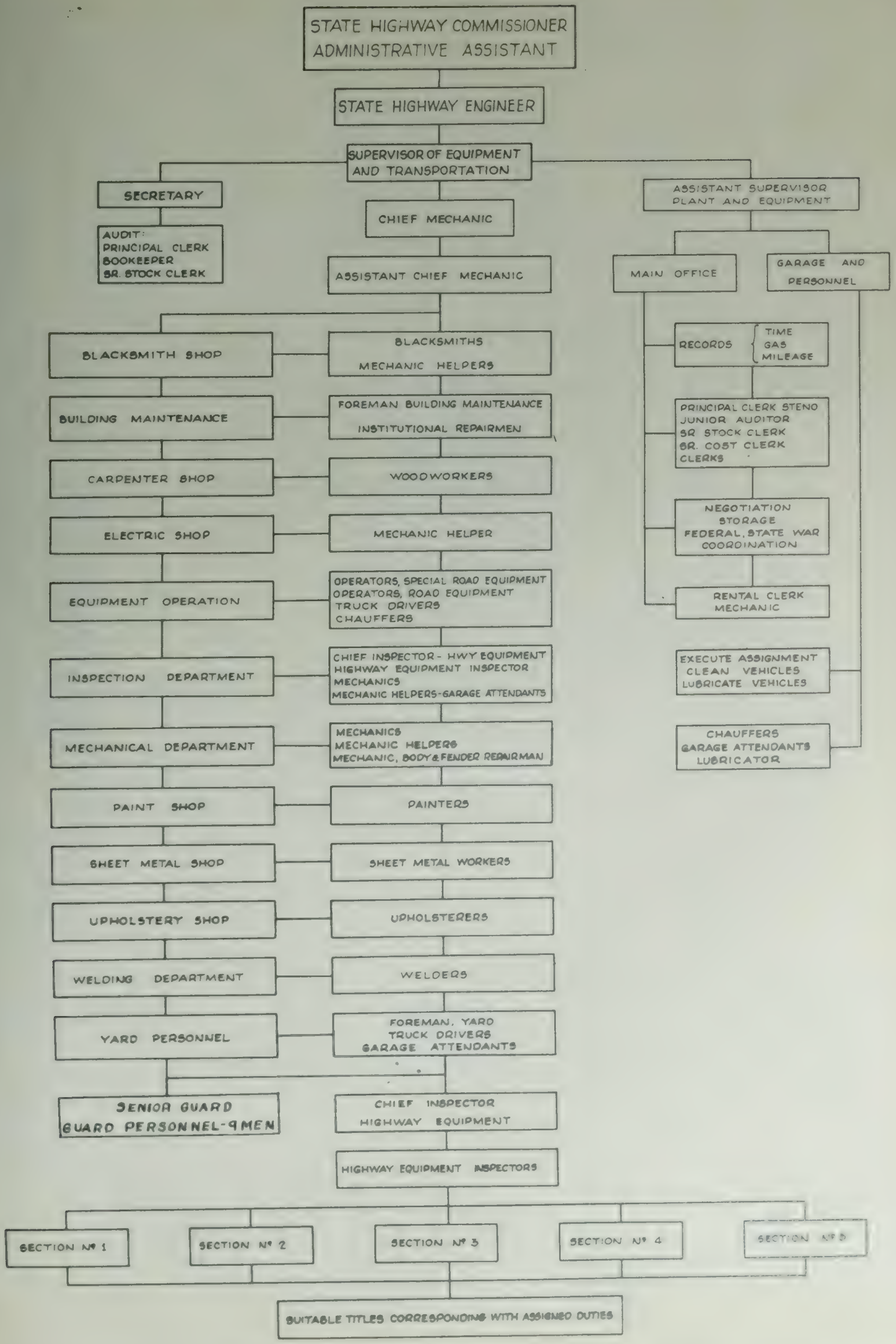
I submit herewith, the yearly report of the Division of Plant & Equipment, New Jersey State Highway Department, for the year, 1943.

The writer wishes to acknowledge with deep appreciation the splendid cooperation received and, to thank all those responsible for their generous and valuable contribution toward the success of this program.

Respectfully submitted

Frank C. Young

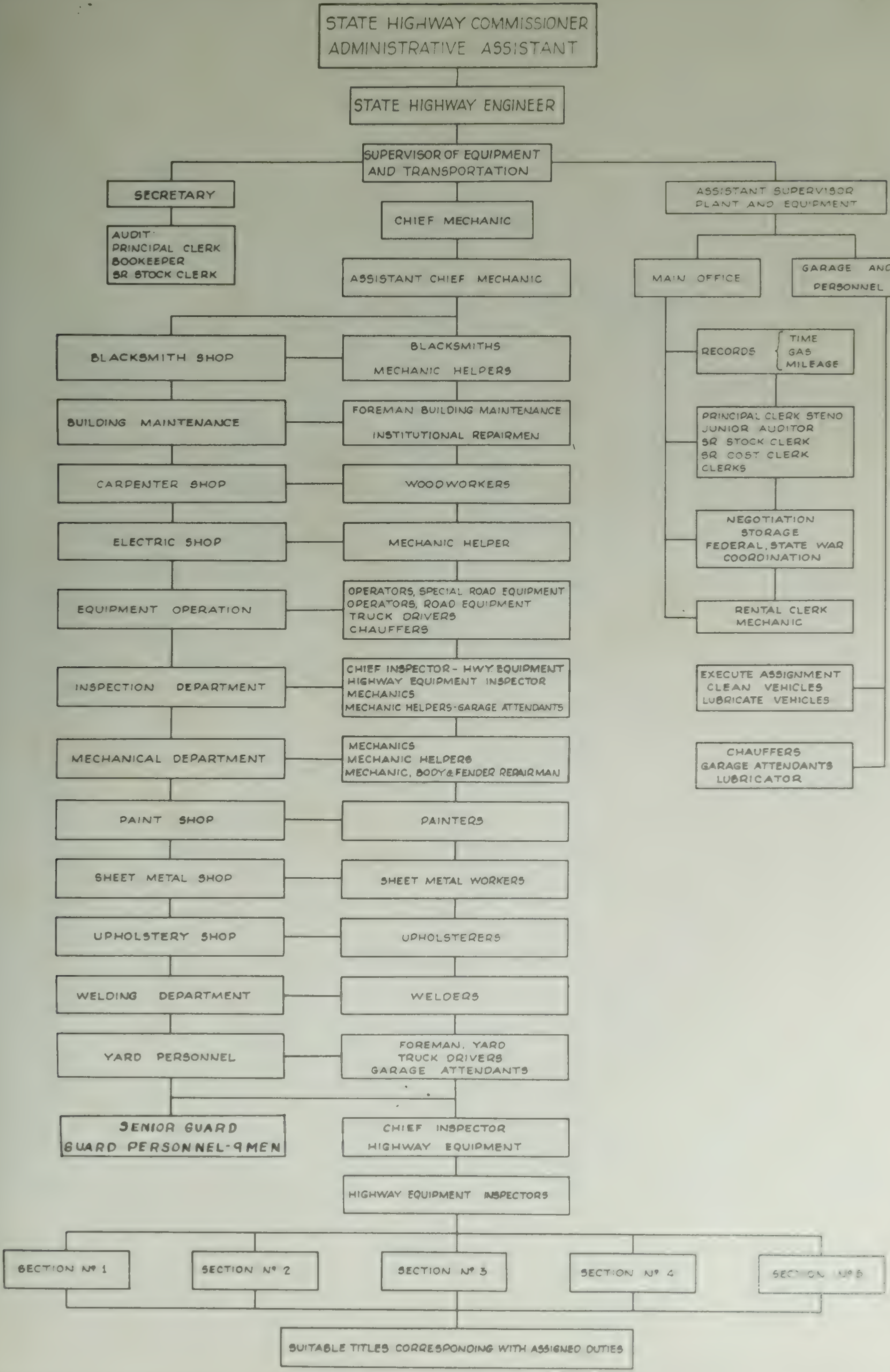
Frank C. Young
Supervisor of Equipment & Transportation


STATE HIGHWAY COMMISSIONER
ADMINISTRATIVE ASSISTANT
STATE HIGHWAY ENGINEER
SUPERVISOR OF EQUIPMENT AND TRANSPORTATION
SECRETARY
AUDIT: PRINCIPAL CLERK BOOKEEPER SR. STOCK CLERK
CHIEF MECHANIC
ASSISTANT CHIEF MECHANIC
ASSISTANT SUPERVISOR PLANT AND EQUIPMENT
MAIN OFFICE
GARAGE AND PERSONNEL
BLACKSMITH SHOP
BLACKSMITHS MECHANIC HELPERS
BUILDING MAINTENANCE
FOREMAN BUILDING MAINTENANCE INSTITUTIONAL REPAIRMEN
CARPENTER SHOP
WOODWORKERS
ELECTRIC SHOP
MECHANIC HELPER
EQUIPMENT OPERATION
OPERATORS, SPECIAL ROAD EQUIPMENT OPERATORS, ROAD EQUIPMENT TRUCK DRIVERS CHAUFFERS
INSPECTION DEPARTMENT
CHIEF INSPECTOR - HWY EQUIPMENT HIGHWAY EQUIPMENT INSPECTOR MECHANICS MECHANIC HELPERS-GARAGE ATTENDANTS
MECHANICAL DEPARTMENT
MECHANICS MECHANIC HELPERS MECHANIC, BODY & FENDER REPAIRMAN
PAINT SHOP
PAINTERS
SHEET METAL SHOP
SHEET METAL WORKERS
UPHOLSTERY SHOP
UPHOLSTERERS
WELDING DEPARTMENT
WELDERS
YARD PERSONNEL
FOREMAN, YARD TRUCK DRIVERS GARAGE ATTENDANTS
SENIOR GUARD GUARD PERSONNEL - 9 MEN
CHIEF INSPECTOR HIGHWAY EQUIPMENT
HIGHWAY EQUIPMENT INSPECTORS
RECORDS { TIME GAS MILEAGE
PRINCIPAL CLERK STENO JUNIOR AUDITOR SR STOCK CLERK SR. COST CLERK CLERKS
NEGOTIATION STORAGE FEDERAL, STATE WAR COORDINATION
RENTAL CLERK MECHANIC
EXECUTE ASSIGNMENT CLEAN VEHICLES LUBRICATE VEHICLES
CHAUFFERS GARAGE ATTENDANTS LUBRICATOR
SECTION Nº 1
SECTION Nº 2
SECTION Nº 3
SECTION Nº 4
SECTION Nº 5
SUITABLE TITLES CORRESPONDING WITH ASSIGNED DUTIES

ORGANIZATION

SUPPLEMENTARY CHART: Description and Services available at the various Highway Garages and Substations

DESIGNATION	LOCATION	SECTION SERVED	SERVICES AVAILABLE						REMARKS
			GAS	OIL	REPAIRS	CLEANING	GREASING	STORAGE	
Fernwood	Scotch Road Trenton	All	●	●	●	●	●	●	Administration, Recording all major operations.
Newark	Routes 21 & 29 Newark	1	●	●	●	●		●	Headquarters for Section No. 1
Dover	E. Blackwell St. Dover	N.W. Portion 1	●	●	●	●	●	●	
Paterson	641 Madison Ave. Paterson	1			By App't. ●		By App't. ●	●	
Singac	Singac Circle Singac	1					By App't. ●	●	
Belvidere	Wideners Garage Belvidere	1			By App't. ●		By App't. ●	●	
Fernwood	Scotch Road Trenton	All	●	●	●	●	●	●	Also serves as Headquarters for Section No. 2
Somerville	N. Gaston Ave. Somerville	2					●	●	Mechanic present approx. half of each day
Woodbridge	St. George Ave. Colonia	2	●	●	By App't. ●	By App't. ●	By App't. ●	●	Gas tank located at Woodbridge Cloverleaf
New Brunswick	Suydam St. New Brunswick	2	●	●	By App't. ●	By App't. ●	By App't. ●	●	
Cliffwood	So. Amboy Rd. Cliffwood	2	●	●	By App't. ●	By App't. ●	By App't. ●	●	
Toms River	Flint Road So. Toms River	3	●	●	●	●	●	●	Headquarters for Section No 3
Henkens	Route 40 Vincentown	3						●	
Hammonton	Egg Harbor Rd. Hammonton	3					By App't. ●	●	
Vineland	Route 47 Vineland	4	●	●	●	●	●	●	Headquarters for Section No. 4
Mays Landing	Route 50 Mays Landing	4					By App't. ●	●	
Woodbury	Mantua Road Woodbury	4 & 5						●	
Kitchens	Route 44 Bridgeport	4						●	
Merchantville	So. Maple Ave. Merchantville	5	●	●	●	●	●	●	Headquarters for Section No. 5
Ganley's Garage	Rear Maple Ave Merchantville	5						●	


STATE HIGHWAY COMMISSIONER
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BUILDING MAINTENANCE
FOREMAN BUILDING MAINTENANCE
INSTITUTIONAL REPAIRMEN
CARPENTER SHOP
WOODWORKERS
ELECTRIC SHOP
MECHANIC HELPER
EQUIPMENT OPERATION
OPERATORS, SPECIAL ROAD EQUIPMENT
OPERATORS, ROAD EQUIPMENT
TRUCK DRIVERS
CHAUFFERS
INSPECTION DEPARTMENT
CHIEF INSPECTOR - HWY. EQUIPMENT
HIGHWAY EQUIPMENT INSPECTOR
MECHANICS
MECHANIC HELPERS - GARAGE ATTENDANTS
MECHANICAL DEPARTMENT
MECHANICS
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MECHANIC, BODY & FENDER REPAIRMAN
PAINT SHOP
PAINTERS
SHEET METAL SHOP
SHEET METAL WORKERS
UPHOLSTERY SHOP
UPHOLSTERERS
WELDING DEPARTMENT
WELDERS
YARD PERSONNEL
FOREMAN, YARD
TRUCK DRIVERS
GARAGE ATTENDANTS
SENIOR GUARD
GUARD PERSONNEL - 9 MEN
CHIEF INSPECTOR HIGHWAY EQUIPMENT
HIGHWAY EQUIPMENT INSPECTORS
SECTION Nº 1
SECTION Nº 2
SECTION Nº 3
SECTION Nº 4
SECTION Nº 5
SUITABLE TITLES CORRESPONDING WITH ASSIGNED DUTIES
RECORDS
TIME
GAS
MILEAGE
PRINCIPAL CLERK STENO
JUNIOR AUDITOR
SR STOCK CLERK
SR COST CLERK
CLERKS
NEGOTIATION
STORAGE
FEDERAL, STATE WAR
COORDINATION
RENTAL CLERK
MECHANIC
EXECUTE ASSIGNMENT
CLEAN VEHICLES
LUBRICATE VEHICLES
CHAUFFERS
GARAGE ATTENDANTS
LUBRICATOR

PERSONNEL

							TRANSFERRED				
	EMPLOYED	RESIGNED	DISCHARGED	DECEASED	VOLUNTARY LAY OFF	LAID OFF	ADD	LESS	ADD	LESS	TOTAL
1943.											
Jan. 1 to 16	2	3					1		3	3	239
" 16 to 31	1	1		1					1	2	238
Feb. 1 to 14		1	1							2	236
" 15 to 28	1	2							1	2	235
Mar. 1 to 16				1				1		2	233
" 16 to 31				1						1	232
Apr. 1 to 15											232
" 16 6o 30					1	1				2	230
May 1 to 16											230
" 16 to 31		1		1						2	228
June 1 to 15				1						1	227
" 16 to 30					4	7				11	216
July 1 to 16											216
" 16 to 31						1				1	215
Aug. 1 to 16		1		1						2	213
" 16 to 31	2								2		215
Sept. 1 to 15								1		1	214
" 16 to 30											214
Oct. 1 to 16											214
" 16 6o 31	1	1							1	1	214
Nov. 1 to 15	1								1		215
" 16 to 30		2								2	213
Dec. 1 to 16	1	1							1	1	213
" 16 to 31		1								1	212
	9	14	1	6	5	9	1	2	10	37	223 Average

WORK EXECUTED IN 1943.

In addition to routine inspection, adjustment, replacement, cleaning, greasing and the multiplicity of incidental requirements entailed in the regular maintenance and care of 2,557 equipment units, the division has during the year engaged in 542 assignments, major in character involving a varied schedule of demand and labor. Of this number, 174 represented Outside Work Orders, under which programs of work were executed for other divisions of the department and outside agencies. The foregoing covered 189 operations as per the following:

Highway Department, Administration Division - 2 Orders
" " , Bridge Division - 1 "
" " , Contruction Division - 1 "
" " , Electrical Division -52 "
" " , Highway Planning - 1 "
" " , Laboratory -11 "
" " , Maintenance Division -77 "
" " , Purchase & Stores Div. - 6 "
" " , Survey & Plans Division - 5 "

Outside Agencies.

State Finance Commissioner - 1 Order
" Budget Commissioner - 1 "
" Director of Milk Control - 3 "
" Department of Purchase -11 "
" Prison - 2 "

Character of Work Performed

Angles, Aurgers, Blocks, Blow Torch Repairs, Body Work, Bolts, Bores, Brake Bands, Building Maintenance, Bushings, Cabinet Work, Canvas Work, Cases, Chutes, Clamps, Clevises, Covers, Cushions, Dowells, Drills, DrillPipe Work, Electric Hammer Repairs, Extractor Repairs, Eye Bolts, Fence Posts, Fire Screens, General Repairs, Grate Work, Grinder Repairs, Gauges, Guides, Handles, Heating Work, Hooks, Hose Nozzles, Iron Plates, Keyways, Levers, Lugs, Machine Work, Manifolds, Metal Work, Motor Repairs, Nuts, Pans, Patterns, Pins, Pipe Work, Pull Bars, Pulleys, Reinforcing Work,Saw Boxes, Scarifier Teeth, Screens, Screws, Shafts, Shanks, Shanties, Sheaves, Shields, Shims, Side Plates, Signs, Sign Boxes, Pedestals & Poles, Snow Equipment, Special Bolts, Nuts, Washers & Screws, Spike Pullers, Stakes, Swivels, Tables, Tarpaulins, Tool Work, ToolBoxes, Turk Cutters, Washers, Wedges & Wood Work.

Road Construction, Maintenance & Repair Activities.

During the year, the division furnished equipment, material and labor as required, upon programs on the following roads:

Belle Plains State Park
Bordentown Prison Farm
Camp Kilmer
Cape May Canal Job

Drainage Program, Federal Housing at Paterson
Fort Monmouth
Four Mile Colony
Island Beach, Navy Project
Leesburg Prison Farm
National Guard Camp, Sea Girt
" " , 112th Artillery, Trenton
" " , Armory, Bridgeton
" " " , Vineland
" " " , Woodbury
Parvin State Park
Skillman State Village
State Agriculture Experimental Station, New Brunswick
" Airport, Route No. 26.
" Hospital, Trenton
" Police Barracks, Wilburtha
" School for Boys, Jamesburg
" " " the Deaf, Trenton
" " " Girls, Trenton
" Teachers College, Trenton
Veterans Hospital, Menlo Park
Vineland Soldiers Home, Vineland

Policies & Practices.

As heretofore, it has been the effort of this division during the year to further the interests and efficiency of the department by increasing the scope of the work performed by the various subdivisions so as, to, in so far as it is practicable, eliminate the necessity of going outside of the division for the performance of any related work. Special emphasis has been stressed upon the divisional distribution of gas and oil, this effort resulted in the following:

72.5% of total requirements of gas representing savings of	$51,157.45
79 % " " " " oil " " "	6,549.20
Total	$57,706.65

were disbursed within the division rendering this very worth while contribution. This was accomplished without additional personnel or expense, the equipment was secured from the oil companies.

Likewise, every effort has been made to adhere rigidly with our government's wishes regarding all out war effort in the effort to, even in a small way render the maximum towards early victory. Division mileage was brought under strict control, this was responsible for the division to operate on 89.13% of the allocated amount or, 35,988 miles under the amount budgeted.

Shop Activities .

Body Shop

The functions of this department have been stepped up considerable during the year. In 1942, a serious body and fender program was inaugurated to absorb the work heretofore, executed outside the department as being somewhat beyond the capacity of this unit. However, as personnel became more proficient, additional tools were purchased and, work of greater proportions undertaken. This proved successful to the point that, at the present time, all demands requiring body and fender straightening, torch and arc welding, brasing, soldering, metal bumping, door alignment and body construction resulting from wear, tear, accidents, collisions, etc., are being successfully accomplished. With the cooperation of the Upholstery Shop in rebuilding seats and recovering tops and, the Carpenter Shop, handling the wood requirements,this endeavor has developed into a well rounded out unit.

Conservation of Rubber.

Continuing the practice in conformity with the requests of the Federal Government, the following represents an overall comparison of the situation over the period of the past three years:

New Tires 1941 & 1942.	New Tires 1943	Recapped Tires 1941 & 1942	Recapped Tires 1943
1,858	417	577	479

showing conservation in the saving of approximately 56% over the average of the preceeding two years in new tires however, a 166% greater disbursement of recapped tires over the same period. These latter items are tires which have had many thousands of miles use before they are recapped and, in many instances have received this treatment several times thus, the division by unrelaxed attention and application, has been able to assist the government greatly in their program of conservation.

Equipment Inspection.

Difficulty in securing new equipment and repair parts present an ever increasing problem, in the effort to overcome these handicaps, more frequent and rigid inspections are being made. These include both, the mechanical operation of the unit and particular attention is paid to the condition of its tires. Heretofore, attention was mainly directed to conditions as they were reported by those operating the equipment whereas, under this program, all cars coming into Fernwood are subjected to thorough inspection, adjustment and replacements are made promptly to avoid major failures involving extensive schedules of new parts and repairs. Tires are thoroughly analyzed for defects, wear, breaks, etc., as the occasion requires,

they are switched, recapped, vulcanized or, properly aligned to insure maximum mileage from them and their inner tubes.

Fire Protection.

While the danger as a result of air raids appears to become more remote as the war progresses nevertheless, a policy of rigid adherence to all principles as regards safety factors has been insisted upon. Weekly inspections are conducted with special attention directed to fire fighting equipment, hazards and to safety practices. Wherever, individual stoves have been used in heating, fireproof shields have been erected and all flues made of metal have been changed to brick in accordance with the best practices, these changes are further reflected in applicable discounts made in the premium in the insurance in force.

Heating Setups.

The heating plants at Dover, Merchantville, and Toms River Garages have all been converted over from oil burning equipment to that for use of coal for heating, this releases the fuel oil formerly required for use by the government. To conserve fuel at Fernwood Station, a small upright boiler has been installed to handle the heating requirements for Building No. 8. This is the structure housing the cars and where all of the washing is done, it is in operation 24 hours per day. In the past, this load was carried by the main plant and necessitated keeping a head of steam on the large boiler while, under this arrangement, all demand is served with the use of the upright boiler for this section permitting the fires to be banked in the main plant from 5 P.M. to 7 A.M. the following morning, thereby rendering appreciable saving in fuel without any sacrifice in the efficiency of these operations. The foregoing has been completed at a very small cost with the use of discarded boilers.

Metal Shop.

Federal restrictions with regard to sheet metals used extensively for signs, railings, and many other necessary and important items in use as safety measures on highways, created shortages which threatened curtailment of their use. This has been in a very substantial manner over come through the resources of the Metal Shop where a program of reclaiming damaged signs of all types has been in progress also, fabrication of railings and metal steps for use at over passes, bridges and similar requirements.

Mogul Metallizer.

All out war demand covering so many machine items and parts has made replacement parts difficult to secure. In many instances, the replacement was required because of a small bearing surface

becoming worn or cut away. With the use of the metallizer, the division has been in a position to play an important role in the conservation of vital materials by reclaiming a great many items which, otherwise would be junked or, would be irreplaceable which in many cases would mean the loss of the use of an important piece of equipment.

The process is a revolutionary technique of adding metal to metal of the same analysis by a spraying action accomplished through the use of an air driven turbine nozzle into which, is fed acetylene gas and oxygen which furnish a blast to melt the wire introduced automatically into this nozzle and from which it is sprayed under pressure in a molten mass against the object to be built up. All types of surfaces can be treated by this method however, in the case of rounds, they are placed in a lathe and are treated while being revolved. Items are prepared for spraying by roughing or, sandblasting, after treatment they are readily machined by the usual shop practice to bring them to the proper sizes.

Motor Rebuilding at Fernwood Service Station.

As ever present demand for replacement motors as the economical solution of motor overhauls as, under this plan, a unit maybe placed back in service in a few hours instead of keeping a piece of equipment tied up during the period the original motor would be going through the process. Likewise, in cases where the failure involved the motor only and, damage from collision or other factor confined to the motor only, the same rule would hold good. A setup with a reserve of rebuilt motors provides a very flexible arrangement whereby, in such cases, the introduction of the rebuilt job permits the return of the equipment to full service in the field.

Originally, the division resorted to the purchase of rebuilt motors with the result, it appears obvious, price competition or, some other determining factor prevents getting a real job in the true sense of the work (to all intent and purpose, as new.) Those purchased, fell far short of this condition in many respects and for various reasons which suggested a lack of ethics and good shop practice on the part of those doing the rebuilding.

In view of this experience, the division purchased and installed the necessary precision equipment, then trained personnel from the shop to operate under the supervision of the Machine Shop. In general, the practice is as follows: as the necessity presents itself, (usually 50,000 to 100,000 miles service or, corresponding use, in the case of stationary equipment), the unit is taken to Fernwood Station for complete overhaul. The engine is removed from the unit and taken to the Motor Shop, there it is checked for wear at all the points of stress. All light equipment showing .008" or more in the cylinders and, all heavy equipment showing .010" or, more at the same point are completely torn down and rebuilt.

This process involves (in stright line motors), cylinder reboring followed by the introduction of new postons, poston pins, connecting rods with bearings, main bearings and valves as required. In "V" type motors (Ford) cylinders are rebored to a size larger enough to permit the introduction of sleeves the inside diameter of which restores all measurements to standard thus, permitting the use of all standard parts in the process. As in the case of the straight motors, these engines also receive a full compliment of new parts to complete the operation.

In the case of crankshafts found out of round and, all worn parts wherever possible, are subjected to a metallizing treatment then, machined to their original size, then returned to their respective positions. Completing this operation, all gaskets are renewed as the motor is reassembled and, upon the completion of this program, the condition of the motor is the equal of that in which it was originally received from the manufacturer, this fact is borne out by their actual performance in the field.

Release of Additional Trucks by the Federal Government.

The division was successful in securing a release of 15 urgently needed trucks from the government. Included in this number are 12 - 1-1/2 Cu. Yd. GMC Dump Trucks and 3- 2-1/2 Cu.Yd. Dump Trucks of the same make. This equipment places the division in a much improved position to meet the growing needs of maintenance also, permit replacement of trucks in need of extensive work but, which were obliged to remain on the job through lack of reserves capable of taking their places. Their arrival was most timely, their contribution is especially valuable at this period by permitting work to be performed upon many trucks which will extend their lives many thousands of miles which otherwise might have been lost.

Snow removal equipment has been ordered for all of these trucks, the larger trucks will be provided with plows, the smaller, will be equipped with plows and sand spreaders with safety seat equipment.

COMPARATIVE ANALYSIS OF MILEAGE, GAS & OIL DISTRIBUTION, YEARS 1942 - 1943.

		B - Gas - Gals.			C - Oil - Gals.		
	Mileage	Total Purchase	Division Disbursement	Outside Purchase	Total Purchase	Division Disbursement	Outside Purchase
1942	A 502,521	1,744,974	1,001,640	743,334	13,665	9,663	4,002
1943	295,360	916,319	666,544	249,775	12,326	9,356	2,970
Less	207,161	828,655	335,096	493,559	1,239	307	1,032

A - Mileage alloted to the division under war ration setup,	331,369 Miles.	
Amount used -	295,360 "	
Saving	35,988 "	

B - Of the overall quantities of gas required by the division 1,001,640 was disbursed by the division itself in 1942 or 42.6% of the total. In 1943, the division distributed 72.5% of the total representing an increase of 29.9% over the 1942 period. This represented savings over the outside purchase price of $76,875.87 during 1942 and $51,157.25 in 1943, of this amount $27,788.31or 21.703% represents the saving made possible through gas distribution in the smaller rented garages.

C - While the quantities of oil used was 9.089% less in 1943 than 1942 and the mileage was 41.0224% less, this fact can be attributed to the difficulties encountered in the slower speeds required, under these regulations it was found, the crankcase did not vent off the impurities. These, in turn were taken up by the oil in the crankcase causing a sludge to form clogging up screens, etc., hampering proper lubrication. In relief of this condition, the change period was shortened which stepped up quantity of oil required to acquire satisfactory results. Division distribution in 1943 was 8.285% greater than in the previous year with a value of $6,549.20 of which amount 57.674% or, $3,777.20 was realized through the smaller station outlets.

From time to time as circumstances permit, further centralization of equipment will be made to permit greater control and division distribution.

EQUIPMENT PERFORMANCE & COST GRAPH

Cars - - Per Mile Costs - - Gas & Oil Performance

Type	Gas	Oil	Tires Tubes	Parts	Repair Labor	Depre-ciation	Total	Miles per Gal. Gas	Miles per Qt. Oil
1940 Buick	$.0116	$.0005	$.	$.0071	$.1554	$.02869	$.4614	10	156
1941 Buick	.0081	.0003	.0020	.0026	.0436	.0569	.1135	12.7	220
1942 Buick	.0083	.0003	.0003	.0027	.0434	.0737	.1287	13	303
1937 Chevrolet	.0103	.0002	.0016	.0326	.0945		.1392	9.6	400
1938 Chevrolet	.0073	.0004	.0013	.0059	.0163	.0215	.0527	14.7	245
1939 Chevrolet	.0068	.0003	.0014	.0041	.0163	.0296	.0585	15.4	271
1940 Chevrolet	.0069	.0003	.0015	.0026	.0117	.0121	.0351	15.9	263
1941 Chevrolet	.0068	.0003	.0017	.0022	.0098	.0125	.0333	15.9	271
1942 Chevrolet	.0066	.0003	.0014	.0015	.0086	.0134	.0318	17.3	332
1940 Ford	.0067	.0002	.0025	.0017	.0067	.0095	.0273	16	323

EQUIPMENT PERFORMANCE & COST GRAPH

Trucks - - Per Mile & Per Hour Cost - - Gas & Oil Performance

1-1/2 T. Type	Gas	Oil	Tubes Tires	Parts	Repair Labor	Depre- ciation	Total	Miles per Gal. Gas	Miles Per Qt. Oil	Operation Cost per Hour.
1934 Chevrolet	$.0138	$.0006	$.0041	$.0475	$.1383	$.	$ .2043	7.5	100	$ .96
1936 Chevrolet	.0114	.0012	.0022	.0102	.0450		.0700	9.5	78	.46
1937 Chevrolet	.0121	.0006	.0028	.0096	.0308		.0559	9.7	135	.29
1938 Chevrolet	.0130	.0009	.0022	.0053	.0139	.0042	.0395	9.5	150	.23
1940 Chevrolet	.0121	.0007	.0022	.0035	.0118	.0193	.0496	9.8	176	.34
1941 Chevrolet	.0133	.0009	.0018	.0058	.0165	.0118	.0501	9.4	137	.32
1942 Chevrolet	.0119	.0006	.0004	.0027	.0088	.0146	.0390	10	196	.22
1937 Ford	.0175	.0009	.0023	.0101	.0323		.0631	6.9	123	.22
1938 Ford	.0147	.0010	.0021	.0073	.0157	.0045	.0453	8.5	141	.25
1940 Ford	.0159	.0013	.0021	.0057	.0096	.0123	.0463	7.8	107	.27
1940-1941 & 1943-Mack 2-1/2T	.0141	.0004	.0008	.0062	.0103	.0725	.1043	7.7	229	1.49
1939-1940 Mack 4-T	.0222	.0011	.0011	.0262	.0908	.0855	.2299	5.1	89	1.73
AC Mack 5-T	.0644	.0051		.0517	.1769		.2981	1.8	28	1.54
Mack Cable Truck	.0174			.0065	.0052	.5980	.6271	7.5		4.69
Mack Crane	.41	.02	.01	.24	.53	.68	1.89			1.89
Mack Sprinkler	.04			.01	.05	2.04	2.14	2.4	29	5.25
White Truck	.0215	.0021	.0336	.0508	.2006		.0386	4.6	32	3.01
F W D Truck	.0317	.0019	.0014	.0449	.1277	.1495	.3571	3.4	48	3.81
Walter Truck	.08	.01		.05	.09	7.69	7.92	1.4	17	35.29

MISCELLANEOUS EQUIPMENT - PER HOUR COST & PERFORMANCE DATA.

Type	Gas	Oil	Tires Tubes	Parts	Repair Labor	Depre- ciation	Total
Graders							
Austin-Case	$ .2218	$.0100	$ .0269	$ .1679	$ .3643	$	$ .7909
Rome - Case	.1447	.0009	.0145	.0723	.1112	.3157	.6653
Galion-Case	.1458	.0094	.0203	.0914	.1205	.5850	.9724
Mud Jacks	.0736	.0034	.0084	.1364	.1678	.5142	.9038
Concrete Mixers	.12	.01		.17	1.53	1.70	3.33
Old Patch Mixers	.04			.06	.41	.63	1.14
Air Compressor	.18	.01		.06	.13	.66	1.04
Water Wagon	.0030			.0749	.2621		.34
Worth. Power Mower	.0570	.0047	.0164	.2134	.2370	.2783	.0868
Power Lawn Mowers	.0269	.0066	.0020	.0986	.1294	.1081	.3716
Power Pumps	.0367	.0031		.0492	.1137	.4310	.6337
Rollers - 5-T	.23	.01		.06	.36	1.09	1.75
" -10-T	.19	.01		.10	.56	.87	1.73
Paint Spray	.0347	.0026		.0587	.1335	.2905	.52
Tree Spray	.0505	.0039		.0353	.2801	.4786	.8484
Concrete Spray	.02		.13	.68	.59	1.91	3.33
Bailey Vibrator	.02			.11	.41	1.62	2.16
Rotary Screen	.04		.02	.06	.55	.59	1.26

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Sale of Gas, Oil, Parts, Miscellaneous Supplies & Material

YEAR 1943.

Date	Name	Description	Amount
January	James Dimodica	Material & Supplies	$ 4.00
January	Glen Falls Insurance Co.	Material & Supplies Tire & Tube	116.58
January	Institutions & Agencies, Dept. of	Gas & Oil	.64
January	N.J. Quartermaster General Office	Parts	.46
January	Secretary of State	Gas	1.94
January	Albert J. Scarnel	Parts, Material & Supplies	9.62
February	Secretary of State	Gas, Oil & Supplies	21.58
February	Secretary of State	Gas	10.95
February	A. Marval	Parts	2.40
February	N. J. State Purchasing	Parts	.72
February	N. J. Quartermaster General Office	Supplies	2.23
February	N. J. Quartermaster General Office	Parts	7.50
February	N. J. Finance Commission	Gas & Oil	2.50
February	William C.Freas	Material	11.84
February	A. B. Cranmer	Gas & Oil	9.17
April	Secretary of State	Gas & OIl	4.73
April	Secretary of State	Gas & Oil	7.28
April	N. J. State Purchasing	Parts	.72
April	N. J.Quartermaster General Office	Material	1.45
April	N. J.Quartermaster General Office	Material	.71
April	Civil Service Commission	Parts & Gas	7.38
May	Secretary of State	Gas & Oil	9.23
May	N.J. Quartermaster General Office	Parts & Supplies	1.54
May	A.B. Cranmer	Gas & Oil	7.30
June	Secretary of State	Gas	8.44
June	N.J. State Milk Control Board	Gas, Oil & Material	4.06
June	N.J. Quartermaster General Office	Tube & Material	1.46
July	Louis Rosenberg	Parts & Material	25.65
July	N.J. Milk Control Board	Parts & Material	34.21
August	Secretary of State	Gas & Oil	10.55
August	Secretary of State	Gas	5.64
August	Walter F. Smith Co.	Parts & Material	5.62
August	N. J.State Purchasing	Parts & Material	.83
August	N.J. Quartermaster General Office	Gas	.49
August	N.J. State Purchasing Dept.	Material & Supplies	.71
August	N.J. Quartermaster General Office	Gas,Parts,Material & Supplies	8.29
September	Secretary of State	Gas,Oil & Parts	14.49
September	A. A. Allen	Parts	4.95
September	N.J. Civil Service Commission	Gas & Parts	1.70
September	N.J. State Purchasing	Gas, Oil & Parts	1.33
September	N.J. State Purchasing	Gas,Oil,Parts & Material	3.70
September	N.J. State Purchasing	Parts	.51

Sales of Gas, Oil, Parts, Miscellaneous Supplies & Materials.

Date	Name	Description	Amount
October	Union Bldg. & Const. Co.	1-Hydraulic Pump with handle missing when snow removal equipment was returned	$39.00
October	Canger Construction Co.	1-Pump Hose Missing when snow removal equipment was returned.	9.90
October	D.Benedetto Inc.	Parts, Material & Supplies	14.72
November	Secretary of State	Gas	6.54
November	Secretary of State	Gas	8.41
November	N.J. State Purchasing	Water Service	40.38
November	N.J. State Purchasing	Parts	.45
November	N. J. State Budget Commission	Parts & Tire	62.64
November	N.J. Civil Service Commission	Parts	2.28
November	N.J. State Prison	Material & Supplies	3.63
November	N.J. State Purchasing Dept.	Parts, Material & Supplies	4.77
November	N.J. Quartermaster General Off.	Parts, Material & Supplies	1.08
November	N.J. Quartermaster General Off.	Parts	.20
November	N.J. Quartermaster General Off.	Material & Supplies	.26
November	N.J. Quartermaster General Off.	Gas,Material & Supplies	1.04
November	N.J. Quartermaster General Off.	Parts, Material & Supplies	6.00
December	N.J. Quartermaster General Off.	Material & Supplies	.32
December	Secretary of State	Gas	6.05
			$582.77

Sale of Scrap Material from Fernwood Service Station

YEAR 1943.

Date	Name	Description	Amount
March	Citron Byer Company	Sale of Miscellaneous junk	$ 982.10
March	Citron Byer Company	Sale of Scrap Equipment	685.24
August	Fuller & Johnson	Sale of Obsolete parts	7.45
December	Harvey Cohen	Sale of scrap Trailer & Vises	433.75
December	Compressed Steel Corp.	Sale of scrap oil lanterns	90.04
December	Max's Auto Parts	Sale of scrap carburetors	2.00
December	Ufert Auto Parts Co.	Sale of scrap Bearings	50.00
Decembdr	Travelers Fire Ins. Co.	Sale of equipment damaged by fire 2 Tampers & 1 Paving Breaker	358.34
			$2608.92

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RENTAL FROM EVERETT ALLEY GARAGE

Date	Name	Description	Amount

NONE

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RENTAL OF DEPARTMENT CARS

YEAR 1943.

Date	Name	Description	Amount
January	Governor's Office	Rental	$ 26.05
January	N.J. State Purchasing Dept.	Rental	37.85
January	N.J. State Treasurers Office	Rental	80.00
January	Governor's Office	Rental	68.85
February	Civil Service Commission	Rental	44.80
February	Budget Commission	Rental	2.25
February	N.J. State Finance Commission	Rental	3.60
February	N.J. State Dept. Local Government	Rental	20.00
February	N.J. State Treasurers Office	Rental	88.00
February	N.J. State Treasurers Office	Rental	80.00
February	Secretary of State Office	Rental	6.63
February	Secretary of State Office	Rental	6.75
February	Sussex County Board Freeholders	Rental	13.95
February	Union Paving Company	Rental	22.00
February	Governor's Office	Rental	11.05
April	N.J.Civil Service Commission	Rental	7.43
April	Institutions & Agencies Dept.	Rental	2.25
April	N.J. Quartermaster General Off.	Rental	.35
April	N.J. State Treasurers Office	Rental	104.00
May	Governor's Office	Rental	6.80
August	Secretary of State Office	Rental	1.35
August	Secretary of State Office	Rental	34.75
August	Secretary of State Office	Rental	9.08
September	N.J. Civil Service Commission	Rental	22.40
September	Governor's Office	Rental	44.40
September	Adjutant General Office	Rental	9.20
September	Governor's Office	Rental	25.20
November	N.J. Alcoholic Beverage Control	Rental	3.75
November	Sussex County Board Freeholders	Rental	11.70
December	N.J. State Dept.Local Government	Rental	6.00
			$848.44

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Repair Labor to STATE DEPARTMENTS

YEAR 1943.

Date	Name	Description	Amount
anuary	N.J. Quartermaster General Office	Repair Labor	$ 8.55
ebruary	N.J.State Purchasing	Repair Labor	.90
ebruary	N.J. Quartermaster General Office	Repair Labor	10.05
ebruary	N.J. Quartermaster General Office	Repair Labor	7.80
ebruary	N.J. State Finance Commission	Repair Labor	7.65
pril	N.J. State Purchasing Dept.	Repair Labor	2.45
pril	N.J. Quartermaster General Office	Repair Labor	34.73
pril	N.J. Quartermaster General Office	Repair Labor	64.00
pril	N.J. Civil Service Commission	Repair Labor	17.35
ay	N.J. Quartermaster General Office	Repair Labor	10.93
une	N.J.Civil Service Commission	Repair Labor	10.20
une	N.J. Milk Control Board	Repair Labor	69.10
une	N.J. Quartermaster General Office	Repair Labor	21.85
ugust	N.J. Civil Service Commission	Repair Labor	5.50
ugust	N.J. State Purchasing Dept.	Repair Labor	21.63
ugust	N.J. Quartermaster General Office	Repair Labor	7.00
ugust	N.J. State Purchasing Department	Repair Labor	3.50
ugust	N.J. Quartermaster General Office	Repair Labor	33.25
ugust	Secretary of State	Repair Labor	29.00
ugust	Secretary of State	Repair Labor	.75
eptember	N.J. Civil Service Commission	Repair Labor	12.80
eptember	N.J. State Purchasing Dept.	Repair Labor	28.45
eptember	N.J. State Purchasing Dept.	Repair Labor	51.43
eptember	N.J. State Purchasing Dept.	Repair Labor	13.20
ovember	N.J. State Purchasing Dept.	Repair Labor	5.00
ovember	Budget Commissioner	Repair Labor	30.73
ovember	N.J. State Prison	Repair Labor	2.25
ovember	N.J. State Prison	Repair Labor	1.35
ovember	N.J. State Purchasing Dept.	Repair Labor	34.10
ovember	N.J. Quartermaster General Office	Repair Labor	12.30
ovember	N.J. Quartermaster General Office	Repair Labor	4.10
ovember	N.J. Quartermaster General Office	Repair Labor	4.70
ovember	N.J. Quartermaster General Office	Repair Labor	38.75
ovember	N.J. Quartermaster General Office	Repair Labor	49.46
ecember	N.J. Quartermaster General Office	Repair Labor	16.72
			$671.53

AUDITING & ACCOUNTING BUREAU
March 28th. 1944.

FERNWOOD OVERHEAD
LABOR
YEAR 1943

Date	Name	Description	Amount
January	N.J. Quartermaster General Office	Labor	.86
January	James Dimodica	Labor	.77
January	Albert J. Scarnel	Labor	6.34
February	Conservation & Development, Dept.	Labor	2.25
February	N.J. State Finance Commission	Labor	8.32
February	N.J.State Purchasing Dept.	Labor	.09
February	N.J. Quartermaster General Office	Labor	1.01
February	N.J. Quartermaster General Office	Labor	.78
February	William C. Freas	Labor	22.02
February	A.Marvel	Labor	.63
February	Walter S. Morris	Labor	.22
March	Citron Byer Company	Labor	3.00
April	N.J.State Finance Commission	Labor	.25
April	N.J. State Purchasing Dept.	Labor	.25
April	N.J. Quartermaster General Office	Labor	3.47
April	N.J. Quartermaster General Office	Labor	7.33
April	N.J. Civil Servie Commission	Labor	1.74
May	N.J. Quartermaster General Office	Labor	1.09
June	N.J. Civil Service Commission	Labor	1.02
June	N.J. Milk Control Board	Labor	6.91
June	N.J. Quartermaster General Office	Labor	2.19
July	Louis Rosenberg	Labor	1.61
August	N.J. Civil Service Commission	Labor	.55
August	N.J. State Purchasing Dept.	Labor	2.16
August	N.J. Quartermaster General Office	Labor	.70
August	N.J. State Purchasing Dept.	Labor	.35
August	N.J. Quartermaster General Office	Labor	3.33
August	Walter F. Smith Co.	Labor	.32
September	N.J.Civil Service Commission	Labor	1.28
September	N.J. State Purchasing Dept.	Labor	2.85
September	N.J. State Purchasing Dept.	Labor	5.14
September	N.J. State Purchasing Dept.	Labor	1.32
September	Edward Bennett	Labor	.66
September	J.M. Huggard	Labor	1.36
September	A.A. Allen	Labor	.38
October	D.Benedetto Inc.	Labor	2.22
November	N.J. State Comptroller Office	Labor	2.25
November	N.J. State Purchasing Dept.	Labor	.50
November	N.J. Budget Commission	Labor	3.07
November	N.J. State Prison	Labor	.23
November	N.J.State Prison	Labor	.14
November	N.J. State Purchasing Dept.	Labor	3.41
November	N.J. Quartermaster General Office	Labor	1.23
November	N.J. Quartermaster General Office	Labor	.41
November	N.J.Quartermaster General Office	Labor	.47
November	N.J.Quartermaster General Office	Labor	3.88
November	N.J.Quartermaster General Office	Labor	4.95
December	N.J.Quartermaster General Office	Labor	1.67
			$116.98

AUDITING & ACCOUNTING BUREAU
March 28th 1944.

Rental of Department Trucks and Road Machinery.

YEAR 1943.

Date	Name	Description	Amount
February	Conservation & Development	Rental	$ 2.10
February	N.J. State Finance Commission	Rental	17.75
February	William C.Freas	Rental	48.75
February	Union Paving Company	Rental	107.45
March	Citron Byer Company	Rental	30.04
April	N.J.State Finance Commission	Rental	5.90
April	N.J. Quartermaster General Office	Rental	.75
May	N.J. State Finance Commission	Rental	6.08
May	Institutions & Agencies Dept.	Rental	10.00
May	N.J. State Colony New Libson	Rental	57.00
August	N.J. Civil Service Commission	Rental	9.12
August	N.J. War Transportation Committee	Rental	9.12
August	Secretary of State Office	Rental	426.70
November	N.J. Alcholic Beverage Control	Rental	5.78
November	N.J. State Comptroller	Rental	4.35
			$740.87

AUDITING & ACCOUNTING BUREAU
March 28th 1944.

Repair Labor to Department Equipment Damaged by Outside Parties.

YEAR 1943.

Date	Name	Description	Amount
January	James Dimodica	Repair Labor	$ 7.65
January	Glen Falls Ins. Co.	Repair Labor	14.78
January	Albert J. Scarnol	Repair Labor	63.38
February	A. Marvel	Repair Labor	6.30
February	William C. Freas	Repair Labor	100.18
July	Louis Rosenberg	Repair Labor	16.05
August	Walter F. Smith Company	Repair Labor	3.15
September	J. M.Huggard	Repair Labor	13.55
September	A. A. Allen	Repair Labor	3.80
September	Edward E. Bennett	Repair Labor	6.60
October	D. Benedetto, Inc.	Repair Labor	22.20
			$257.64

EQUIPMENT ACQUIRED BY THE DIVISION DURING 1943.

1	Kwick-Way Piston Turning & Grinding Machine, Model "H", complete with attachments to cover present requirements.
19	Safety Seats & Tail Gates for Dump Trucks.
19	Standard Cinder Spreaders with Shields.
1	Aro Grease Gun, complete - Model 9 C.
1	K R W Cylinder Sleeve Puller & Replacer - Model 6055 A.
1	1940 Buick Sedan - Model 91 W (Used).
1	1938 Buick Coupe - Model 46 (Used).
3	"Berna" Good Roads Champion #10 Material Spreader with Platform & Pneumatic Tires.
1	Walker Turner Bench Grinder - Model G K - 50, equipped with 1/2 HP, 110 volt motor & eye shield.
12	GMC 1-1/2 Cu. Yd. Dump Trucks - Model C C.
3	GMC 2-1/2 Cu.Yd. Dump Trucks - Model A C.
20	Good Roads Snow Plows - Model 101.
1	Blitz Battery Charger.

EQUIPMENT DISPOSED OF BY THE DIVISION DURING 1943.

88	1937 & 1938 Model Cars (Chevrolet & Ford, AllModels)
1	1942 Chevrolet Coach
51	Good Roads Snow Plows - Model 1920
1	20 - Ton Trailer (Fabricated at Fernwood Station)
1	Hill 2" Engine Driven Force Pump

EQUIPMENT ON HAND, DECEMBER 31, 1943.

CARS	Make	No. of Make	Type	No. of Type
	Buick	21	1938 Coupe	1
			1939 Sedan	2
			1940 Sedan	5
			1941 Sedan	4
			1942 Sedan	9
	Chevrolet	292	1937 Pickups	5
			1938 Pickups	9
			1939 Station Wagon	11
			1940 Sedan	7
			1940 Coach	14
			1940 Coupe	30
			1940 Station Wagon	11
			1940 Pickups	13
			1941 Sedan	5
			1941 Coach	20
			1941 Coupes	17
			1941 Station Wagon	24
			1941 Pickups	22
			1941 Ladder Truck	1
	Ford	13	1940 Pickups	10
			1940 Screen Body	3
TRUCKS				
	Chevrolet (1-1/2 T)	143	1934 Spray Outfits	2
			1936 Compressors	2
			1936 Screen Body	1
			1936 Stake (Welding Outfit)	1
			1936 Dumps	5
			1937 Screen Body	2
			1937 Water Tank	2
			1937 Dump	4
			1937 Stake (Spray Outfit)	1
			1938 Screen Body	3
			1938 Dump	52
			1938 Stake Body (1-Welding Outfit)	7
			1940 Stake Body (Plain)	14
			1940 Stake Body (Core Drills)	2
			1940 Stake Body (Bridge Outfit)	2
			1940 Covered	1
			1941 Stake Body	1
			1941 Dump	10
			1942 Stake Body	6
			1942 Canopy	1
			1942 Dump	24

TRUCKS (Cont'd.)

Ford	79	1937 Compressors	6
		1937 Wreckers	2
		1937 Dump	2
		1938 Stake Body	6
		1938 Dump	51
		1940 Dump	12
GMC	15	1-1/2 T Dump	12
		2-1/2 T Dump	3
Mack	148	3 T Dump (1936 Jr.)	1
		4 T Dump (EH)	40
		4 T Cargo (EH)	4
		4 T Cable Body (EH)	1
		4 T Sprinklers (EH)	2
		5-1/2 T Dump (AC)	38
		5-1/2 T Cargo (AC)	14
		5-1/2 T Crane & Winch (AC)	1
		5-1/2 T Chassis with Cab (AC)	1
		10 T Lorain Crane (AP)	1
		10 T Lorain Crane (BX)	1
		2-1/2 T Dump (EF)	44
White	1	7-1/2 T Van	1
FWD	6	5 T Dump	4
		5 T Towing Truck	1
		5 T Rotary Snow Plow	1
Walters	8	5/8 T Dump Trucks equipped with Snow Plows	8

GRADERS

Austin (Case Motor)	20	
Galion (Case Motor)	36	
Rome (Case Motor)	16	72

TRACTORS

Holt 10 T Caterpillar	6

MUDJACKS	8

MIXERS

Ransome Bituminous	6	
Blystone Bituminous	9	
Concrete	21	36

AIR COMPRESSORS

All Makes	18	18

MISCELLANEOUS EQUIPMENT	Bearing License Plates	6

(Cont'd.)

WATER WAGONS		5
WORTHINGTON LAWN TRACTORS (Mowing Machines		18
POWER LAWN MOWERS		55
OSBORNE MOWER (mounted on Ford Model T Chassis)		1
AIR TOOLS (All types)		96
ELECTRIC HAMMER		1
TAR KETTLES	Wood Burning - 36	104
	Oil Burning - 68	
PUMPS	Power Force - 18	46
	" Diaph. - 16	
	" Centri.- 4	
	Hand Force - 1	
	" Diaph. - 7	
ROLLERS	10 T Austin Gas - 7	13
	5 T Galion Gas - 2	
	10 T Galion Gas - 4	
LIME SPREADERS		6
SAND SPREADERS	Butler - 10	182
	Hvass - 2	
	Good Roads -167	
	Good Roads - 3 (Model 10)	
SPRAY OUTFITS	Sign Painting - 5	12
	Tree, Shrubs - 3	
	Curcrete - 4	
VIBRATORS		7
WEIGH BATCHERS		28
ROTARY SCREENS		6
SNOW LOADERS		4
SWEEPERS (Truck Drawn)		4
POWER BUCKETS		3
PLOWS		8

(Cont'd.)

MOWING MACHINES	McCormick-Deering #6	37	
(Truck Drawn)	McCormick-Deering 7	11	
	John Deere #1 - (5')	3	
	John Deere 2 - (7')	2	
	J. I.Case 5	20	
	David Bradley	1	74
TRAFFIC LINE MARKERS			17
MISCELLANEOUS EQUIPMENT (No License Plates)			40
SNOW PLOWS			565
		TOTAL	2,176
SHOP EQUIPMENT (All Stations)			381

ANNUAL REPORT

OF THE

TESTING DIVISION

NEW JERSEY STATE HIGHWAY
DEPARTMENT

* * *

FOR THE YEAR

1943

ANNUAL REPORT

OF THE

TESTING DIVISION
(LABORATORY)

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1943

March 1, 1944.

ANNUAL REPORT - 1943

TESTING DIVISION
(LABORATORY)

General

The Annual Report for the year 1942, previously submitted, covered in detail the functions and procedures followed by the Laboratory in the several sub-divisions thereof. The work performed by the sub-divisions has not changed since that outlined in the 1942 report. Therefore, this report for the year 1943 will cover mostly statistical data.

The general conditions prevail as to the curtailment of work which has been due to the continuation of the war except, however, the construction of projects in which bituminous materials are required was increased due to restrictions of the Federal authorities being rescinded which permitted the use of more bituminous materials.

There was received and tested at the Laboratory a total of 6,215 samples which is 88% of the number received during the preceding year. The receipt of a lesser number of samples does not necessarily mean that the work of this Division has been less than the previous year. The decrease in the personnel, due to war activities, has been such that we would not have been able to carry on the work we have had in normal years when we received on an average of 18,000 to 20,000 samples a year. We have been able to do some other work in addition to the routine testing of the number of samples indicated above.

The organization of the Laboratory has been maintained as reported in 1942. A general outline of the work performed by each sub-division is given hereinbelow:

Engineering Sub-Division

General

This Sub-Division received and tested 4,149 samples of the number and kind listed in the table below:

Brick, Construction	17
Cement, Bin Test	518
" Singles	29
Concrete Specimens	17
" Block	[illegible]
" Cores	[illegible]
" Cylinders	349
Gravel, Road	525
" Run of Bank	[illegible]
" Washed	[illegible]
Pipe, Concrete	88
" Clay	[illegible]
Sand, Concrete	357
" Miscellaneous	[illegible]
Slag	5
Steel	[illegible]
Stone	[illegible]
Water for Concrete	4
Miscellaneous	139

Portland Cement and Concrete Sand Testing Section

There were received, 547 samples of standard Portland and white cements which represent bins of these products sampled at the point of production and samples received from projects during construction which represent a total of 262,200 barrels. There were 262,952 barrels of inspected cement shipped. Of this quantity, 1,507 barrels were shipped to work in which the Highway Department was not financially interested, a portion of which was used by other State Departments, some counties or municipalities, for which payment was received for testing and inspection expenses. Of the above amount inspected at the point of production, there were 8,532 barrels in storage which were released for disposal by the cement companies for various reasons, such as shortage of storage space, the cements being kept in storage past the required length of time, and lack of orders by the cement companies for our work. There were also received and tested in this Section, 381 samples of sand for use in concrete construction. The total number of samples of both cement and sand received and tested was 935, which required a total of 13,654 tests.

Concrete and Physical Testing Section

This Section received and tested 3,254 samples which required 10,539 tests.

The kinds of material represented by the samples received and tested by this Section were brick for construction, concrete specimens, blocks, cores and cylinders, aggregates, pipe and steel.

In addition to the testing of the above materials, the following work was performed:

1. An investigation relative to the efficiency of various liquid membrane curing materials for application on Portland cement concrete.

2. An investigation relative to securing High Early Strength Concrete for the Access Road to the Picatinny Arsenal with the use of High Early Strength Cement and by the addition of Anti-Hydro to standard Portland Cement. This work was performed to compare results as to the type and character of concrete secured using the above cements. Anti-Hydro is the trade name of a liquid product sold for the addition to concrete to accelerate the time of set. It was found that the same results could be secured by the addition of Calcium Chloride to a Standard Portland Cement as were secured with the use of the Anti-Hydro solution added thereto. This latter solution is composed mostly of Calcium Chloride and there is no reason why a premium should be paid for Anti-Hydro when the same results can be secured with the Calcium Chloride.

3. The Federal Government requested us to furnish them with certain tests on aggregates used in construction in this State. This involved the securing of samples at 25 stone quarries and performing tests thereon to determine the toughness, percent of wear and specific gravity. A report of these results was submitted to the Public Roads Administration.

4. Some assistance was also given to a Mr. Wolf, of the Public Roads Administration, in securing information concerning aggregates in this State and samples thereof for information of the above Administration.

5. Some tensile strength tests were also performed for the U.S. Navy on material supplied to them by the C.V. Hill Company of Trenton, N.J., and testing demonstrations given for two U.S. Defense Classes on Inspection Technique.

6. There were also compression tests made on 214 concrete specimens for the U.S. Naval Delivery Unit of Trenton, N.J.

7. Mr. R.A. Sherman, in charge of this Section, spent two weeks at the Public Roads Administration Soil Laboratory at Washington, D.C., with the approval of Commissioner Miller, for the purpose of determining any value that we might get from the study of soil for use in highway construction. As a result of this work, the Laboratory is endeavoring to expand its equipment to cover such work.

Field Inspection Section

There was inspected at the source of production by this Section, the following materials and quantities:

Concrete Sand	62,627 tons
Gravel	103,077 tons
Stone	51,975 tons
Pipe, Reinforced Concrete	25,072 lin. ft.
Pipe, Plain Concrete	34,066 lin. ft.
Pipe, Clay	14,566 lin. ft.
Steel	421,191 lbs.

To take care of the inspection of the above materials at the source of supply, the inspectors doing this work covered 78,586 miles via automobile, which is 43.5% of the preceding year's mileage. The decrease in mileage given is not a true picture of the amount of travel required as a considerable amount was by railroad transportation. This was done to conserve gasoline.

The Batching Plant Inspectors of this Section reported that they made 172 settings of batching hoppers required for the preparation of concrete for roads, bridges and miscellaneous concrete masonry.

In connection with the above Field Inspection, there was not much of this done directly from the Laboratory because of the conservation of gasoline which would be required for such inspection. Such inspections were made only upon the request of the Engineer in charge of a given project or to secure some urgent information, and, even when such inspections were made by the Laboratory forces, wherever it was possible to use railroad transportation, this was done.

The core drills were in operation when required. There were cut by the drills, 882 cores representing the concrete pavements laid during 1943.

In cutting these cores, the drills traveled 8,781 miles. While the number of cores cut was an increase of 17.1% of the number cut the preceding year, 26.9% less mileage was required. This is due primarily to the fact that the jobs were more concentrated in a given area and contained more yardage in the several individual contracts.

Bituminous Field Inspection Sub-Division

1. Inspection of the Preparation of Plant Mixed Bituminous Concrete Surfaces. This Section covered the inspection at the point of production of the following quantities of bituminous concrete and sheet asphalt prepared and laid during the year 1943:

a - New Construction		
State & Federal Aid	246,156 sq. yds.	34,139 tons
State Aid	151,837 sq. yds.	19,758 tons
Total ...	397,993 sq. yds.	53,897 tons
b - Maintenance		
State		3,491 tons
County Repairs		4,189 tons
Total		7,680 tons
Grand Total (New Construction & Maintenance)		61,577 tons

The total tonnage indicated here is more than double that inspected during 1942. This was due primarily to the fact that the Federal Agencies lifted the ban on the use of bituminous materials and also to the large yardage of bituminous surfaces constructed on Access Roads.

2. Inspection of Bituminous Materials at the Point of Production. Our Inspector in the New York District submitted samples taken at the source of supply representing 12,619,772 gallons of various grades of bituminous materials. These samples represented stocks of the various grades held in storage by the different producers, some of which was for shipment to this State. Of this quantity, our records show that there was applied to construction in which State monies was used 7,105,389 gallons of all classes of bituminous materials. This is a considerable increase over the quantity used in 1942 which was 4,958,884 gallons. This increase was partly due to the lifting of restrictions by the Federal authorities regarding the use of bituminous materials.

It is expected that a considerably greater quantity of bituminous materials will be used in the coming year. In July of 1942, inspection at the point of production was suspended by us in the Philadelphia District for the reason that we were not securing any bituminous materials from this District. However, we have been indirectly informed that some of the former producers in this District will again supply materials for our work. This will necessitate the reassigning of the Inspector in this District. He has been working in the Laboratory since being relieved of his duties in July of 1942.

We also have been informed indirectly that one of the tar producers who had been shipping directly from one plant will have sources of supply available from at least two other plants. The location of these additional sources of supply has not been definitely decided upon and it may be that we will require additional inspectors for these two additional plants. This will mean, of course, that we will have to get some additional help in the Laboratory.

3. Recording and Tabulating Bituminous Materials. The work of this Sub-Division was continued under a great handicap in that the help that had been used in the past for accumulating these records has gone into military service. This, coupled with the increase in the quantity of bituminous materials, in some instances, delayed the reporting of these records. However, every attempt was made to submit the records required for payment of these materials as soon as possible. This record required the conversion to a volume of 60°F. of some 7,000,000 gallons of different types of bituminous materials, all of which were used on State or State Aid contracts. It is hoped, due to the outlook for the coming year, that we may be able to have sufficient assistance to take care of this work promptly which will be necessary because of the increased volume of bituminous materials expected to be used.

4. Field Inspection of Projects. Due to the curtailment of travel by automobile, the inspection of the laying of bituminous pavements and the operation of the asphalt plants was reduced considerably. In most instances, it is hardly possible to visit any of the plants or projects by any other public conveyance than automobile due to the isolated places in which they are located. Such inspections were made only upon request of the engineer or when deemed to be absolutely necessary.

This Division, however, did considerable inspection on the application of traffic paints on our highways in order to study developments in the manufacture of these materials so that we might be able to secure the best possible paint that could be manufactured. Some phases of this inspection work are covered later in this report.

Bituminous Testing Sub-Division

This Sub-Division received and tested 1,895 samples of the various types of materials listed hereinbelow, which involved the performing of some 10,000 individual tests. The major portion of these samples were received directly from the projects under construction for the purpose of qualifying them as to their compliance with the requirements of the specifications.

Asphalt Block	1
Asphalt Cement	134
Asphalt Emulsion	12
Asphaltic Oil	[illegible]
Benzol	12
Bituminous Concrete Type A Top Course	97
" " " A Bottom Course	15
" " " CA-BC-1	[illegible]
" " " FA-BC-1	67

Bituminous Concrete Type FA-BC-2 Top Course	66
" " " FA-BC-2 Bottom Course	18
" " " SF	1
" " " T Top Course	178
" " " T Bottom Course	65
Bituminous Sand	14
Cellular Compression Material	8
Concrete Curing Material	16
Drier	3
Felt Paper	3
Fuel Oil	25
Joint Filler	19
Liquefier	23
Lubricating Oil	60
Mineral Filler	10
Motor Fuel	10
Premoulded Expansion Joint	4
SCC (Cover) Sand	12
Sheet Asphalt Top Course	125
" " Bottom Course	7
Stone Sand	12
Tar	577
Tar Paint	4
Turpentine	3
Varnish	1
Waterproofing Asphalt	3
" Fabric	4
" Pitch	1
Wood Preservative	1

In addition to the tests run on the above mentioned samples, the following work was performed:

1. In cooperation with one of our contractors, we ran some tests on special compressed bituminous slabs which were made in conjunction with some development of the Navy for the use of this type of material as an insulator for decks, housing and other utilities on ships as a protection against bombings or shellings. This work involved 12 complete mechanical analyses on various samples, the determination of specific gravities on 2 samples, and the recovery of the asphalt from 4 samples to determine the characteristics thereof after it has been incorporated in these mixtures.

2. Some few tests were made on thin films of asphalt in accordance with a method of test that had been developed to see whether the results secured would mean anything. The work which we did could not be correlated with any service records of roads we had constructed. What we expect to do is to endeavor to perform these tests and correlate them with the results secured with these asphalts when incorporated in a road surface.

3. In determining the flowability of a grade of joint filler which is used by our Department, we had been using a certain type of apparatus which we did not feel was proper for the tests being performed. This is known as a flow table, on which there were several troughs in which the

sample was laid and subjected to a certain temperature for so many hours. The trough had an angle of 30°. The bottom of the trough was the arc of a circle and the sample laid thereon did not come fully in contact with the bottom of the arc. We changed the style of the table and instead of making the bottom of the trough an arc of a circle, we made it so that each side was at right angles to the other. This allowed the specimen, which was of a 1 cm. cross-section, to lie in the trough and touch all sides. As a result of these tests, a new type of flow table has been adopted.

4. There was also developed, a specification for felt paper to be used as a felt liner on a new type of dowel to be used in an expansion joint assembly. The development of this specification involved quite some work in which new apparatus was required. This new apparatus was built by the Laboratory. The specification developed as a result of this work has been submitted to the Construction Division, who requested this information.

5. Several other special tests were performed, the details of which have not as yet been completed.

Chemical Sub-Division

There was received and tested in this Sub-Division, a total of 270 samples of the kinds listed hereinbelow. These samples involved the performance of approximately 1200 individual tests. Mostly all of these samples were received directly from projects under construction or from the source of supply for the purpose of testing them as to their compliance with the requirements of the specifications.

Bituminous Filler	2
Calcium Chloride	14
Concrete	1
Concrete Curing Material	15
Crankcase Sludge	1
Drier	3
Fertilizer	1
Lignin Binder	19
Linseed Oil	6
Lumber	1
Mortar	1
Motor Oil	58
Paint, Ready Mixed	33
Paint Pigments	6
Paint Thinner	1
Paint Vehicle	2
Portland Cement	51
Stone	17
Tar Oil	5
Top Soil	7
Turpentine	3
Varnish	1
Water Glass	1
Waterproofing Compound	1

In addition to the above testing, the following work was performed:

1. Plant inspection of the manufacture of 1,015 gallons of paint for use on highway projects.

2. The determination of the cement content of hardened concrete which was submitted by Essex County for the purpose of securing information relative to the scaling of concrete on one of their highways.

3. Considerable work has been done in an endeavor to develop an apparatus for the determination of the abrasion of traffic paints. This work is being developed along the lines of using a piece of apparatus which we have at the Laboratory. We believe now this machine can be used for the determination of the wear test with very reliable and concordant results.

4. Also, some special work has been done in making determinations of the sulfonation index of different grades of tar to see whether check results could be secured in the duplication of this test.

5. Also, some work had been done upon the determination of alkalies on bins of Portland cement, which is not required by our specifications.

Cooperative and Research Work

The following cooperative and research work was performed in addition to that noted under each sub-division:

1. In the 1942 report, it was stated that the Laboratory cooperated with the War Production Board in an investigation concerning traffic paints for the purpose of securing information as to the best possible paint that could be made from materials available at the present time. This project was completed and a report made to the War Production Board by the manufacturer assigned to do this work. Definite conclusions were drawn that from the materials available at the first of this year, a satisfactory paint could be prepared. Of the materials available, this investigation developed the fact that a paint prepared from the use of Congo resin in combination with heat treated linseed oil for use as a vehicle would produce a satisfactory paint. However, while this was true at the first of the year, it may not hold true in the next few months. The war activities will have a great deal to do with this. Therefore, I am recommending that our Department not purchase traffic paint until it is actually needed. However, they should anticipate their needs at least six weeks in advance of when they may require this material so that ample time will be allowed to prepare specifications and advertise for bids.

2. Also in the 1942 report, mention was made of this Department cooperating with the Highway Research Board of the National Highway Research Council and the American Society for Testing Materials in the observation of paints which had been applied on certain of our highways to note their performance under traffic. This research has not been completed as yet.

3. When requested, the Laboratory has given assistance to Mr. Wm. Van Breemen, Engineer of Special Assignments, of the Construction Division, in tests that we may be able to do for him. During the year 1943, we performed 245 compression tests and 2 cross-breaking tests for him involving some 102 hours of time of the men assisting him in the performing of these tests.

The Laboratory has also continued to make its facilities available to industries working on defense projects in connection with any Army or Navy work.

The importance of contact by the Department with the activities of any technical society or institution having to do with problems of any kind in the construction of bridges and highways can not be too greatly emphasized. At the present time, the Department represented by the writer has representation in the American Society for Testing Materials, the American Association of State Highway Officials, and the American Concrete Institute. The work of these organizations is invaluable to us, particularly the phases of their work concerning highway and bridge construction. The writer as the representative of the Department holds membership on several of the committees both of the American Society for Testing Materials and the American Association of State Highway Officials. We have just entered our membership in the American Concrete Institute and it is hoped that we may be able to take some active part in the activities of this Institute. The greatest value secured by the Department from our contact with these organizations is the research work carried on by them in the development of new methods of tests and specifications for new materials.

At the present time, the organization and accommodations of the Laboratory are such that we can not do much more than routine testing of samples of materials representing those used in actual construction. Further, in the matter of our lack of accommodations and organization to carry on the necessary research work on highway and bridge problems, I am reminded of the facilities of universities and colleges being used by other states. I believe our Department should give very serious consideration to what possible arrangements might be made with either the University of Princeton or Rutger's University, or both, in the matter of joint highway research projects which might be conducted by them in cooperation with the Department. I believe anyone connected with our highway and bridge problems will agree that research work is quite necessary in the development of our highway and bridge system. It is my opinion that the above mentioned universities would entertain such joint highway research projects because this work would broaden their scope of training, particularly in performing research problems in connection with actual and practical construction. If information is desired as to how these problems are handled between the state and the educational institution, such information can be secured from the State Highway Departments of Indiana, Michigan and Missouri, which States have such joint projects.

It is expected during the coming year that we will have considerably more work to do in the matter of testing bituminous materials. It is

anticipated that the quantity used this coming year will be at least 75% more than that used in 1942. This is, therefore, going to require additional help to take care of the testing of these materials during construction and a list of the needs anticipated will be submitted to Mr. Connett.

Respectfully submitted,

Fred H Baumann

Fred H. Baumann,
Acting Chief, Testing Laboratory.

ANNUAL REPORT

OF THE

NEGOTIATIONS AND APPRAISALS

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1943

March 24, 1944

Honorable Spencer Miller, Jr.
State Highway Commissioner
State House Annex
Trenton, New Jersey

Dear Commissioner Miller:

I respectfully submit herewith the Annual Report of the Bureau of Negotiations and Appraisals for the year 1943.

Aymar

John W. Aymar
Senior Right of Way Agent

The policies inaugurated in respect to right of way acquisitions by our State Highway Commissioner upon assuming the duties of his office two years ago continue to prove effective. A higher percentage of properties on new projects were acquired by agreement in 1943 than in any previous year during the last decade. Further, an exceptionally large percentage of the awards rendered in condemnation cases were in accordance with our appraisals.

During the year 299 cases were acted on involving the acquisition of land for highway right of ways. Of this number, 205 were cases on which no previous action had been taken. These 205 new cases include:- 173 cases that were acquired by agreement, 4 cases settled by compromissary agreement after condemnation proceedings had been authorized, 2 cases on which condemnation awards were rendered, and 26 cases on which condemnation proceedings are still pending.

These figures show that 86.3% of the 205 new cases were settled by agreement, and condemnation proceedings are pending on the remaining 13.7%. It is quite likely, however, that many of them will be acquired by compromissary agreements, and that the percentage of cases settled without resorting to actual condemnation hearings will thus be increased. Of the 26 cases representing 13.7%, 11 cases or 5.3% of the 205 new cases would have had to be acquired by condemnation in any event because of involved titles or inability to locate owner, so only 15 cases or 8.4% of the total were authorized for condemnation because of disagreement with property owners as to price.

Of the 299 cases previously mentioned as the total acted on in 1943, 94 cases were carried over from previous years. Of these, 36 were settled by agreement without resorting to condemnation, and 58 cases were acquired either by condemnation awards or by settlements subse-

quent to awards.

The total number of condemnation cases on which awards were made during the year was 60, two of which were authorized for condemnation in 1943 and 58 in previous years. Of these 60 cases only 12 were condemned because of disagreement as to price; the remaining 48 being condemned because of involved titles or our inability to locate owners. Approximately 70% of the awards rendered on all condemnation cases held during the year were in accordance with our appraisals.

The lands acquired during the year are for right of way on 127 sections of highways throughout the State and include properties located in each of the 21 counties. The volume of new work was small as was to be expected under existing conditions. We took advantage of the opportunity thus afforded to dispose of a number of somewhat involved cases of minor importance that had been pending for

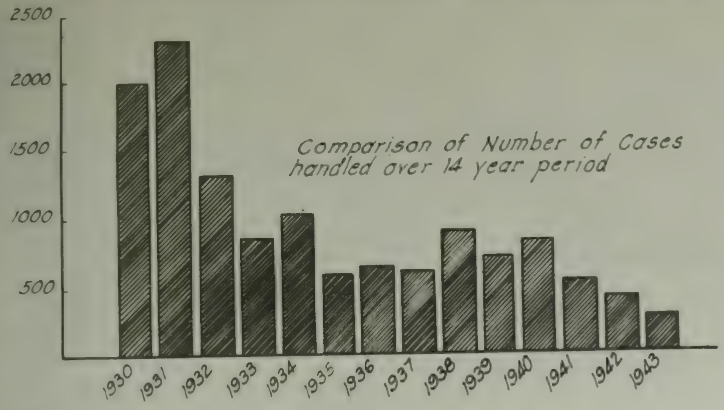
several years.

The largest project of the year was the acquisition of right of way for proposed Route S3, Section 5, in the Borough of Rutherford. There are 142 properties on this section, of which 120 are improved. Negotiations were started during the summer and by the end of the year 80 parcels had been acquired at prices within the range of our appraisals. There were 77 buildings on these parcels which we subsequently sold enbloc for $35,000.00 after extensive advertising.

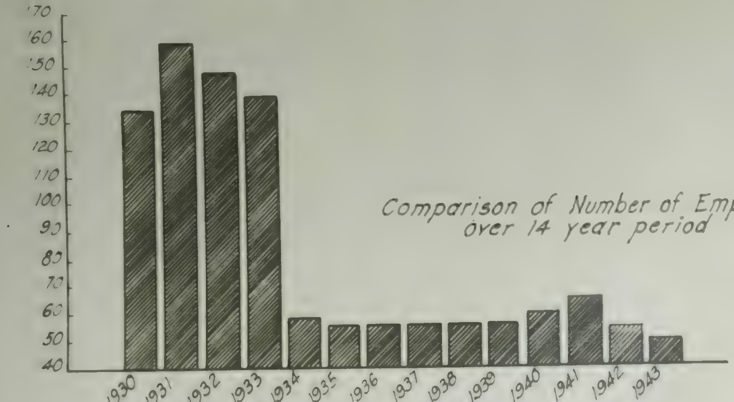
This sale at an average price of $455.00 per building is higher than we have heretofore obtained for an assortment of similar buildings sold individually or in small groups from time to time in past years. It is considered particularly advantageous to the State as the purchaser is obligated to clear all buildings and appurtenant structures from

the right of way including demolition of the foundations to the ground line and removal of all debris.

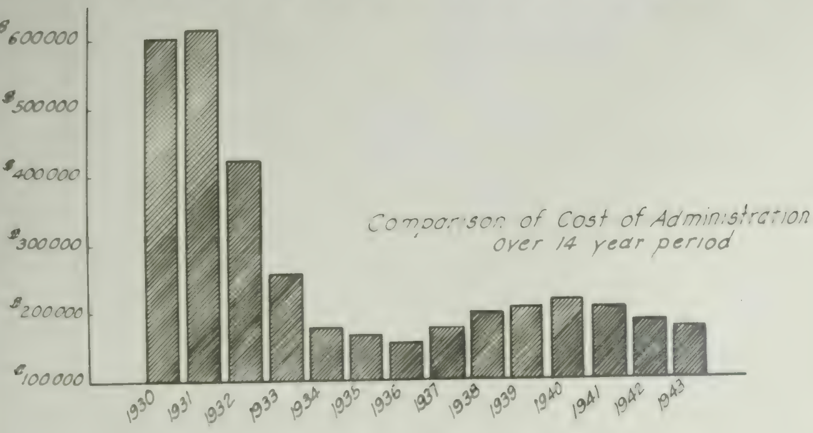
In addition to conducting negotiations and assisting the Attorney General's office in condemnation cases, our Right of Way Agents made preliminary estimates of right of way cost on alternate lines for certain post-war projects. They also appraised several hundred individual parcels of land on projects along which right of way is to be acquired in 1944 to enable highway construction to start as soon as essential materials are available.



Comparison of Number of Cases handled over 14 year period



Comparison of Number of Employees over 14 year period



Comparison of Cost of Administration over 14 year period

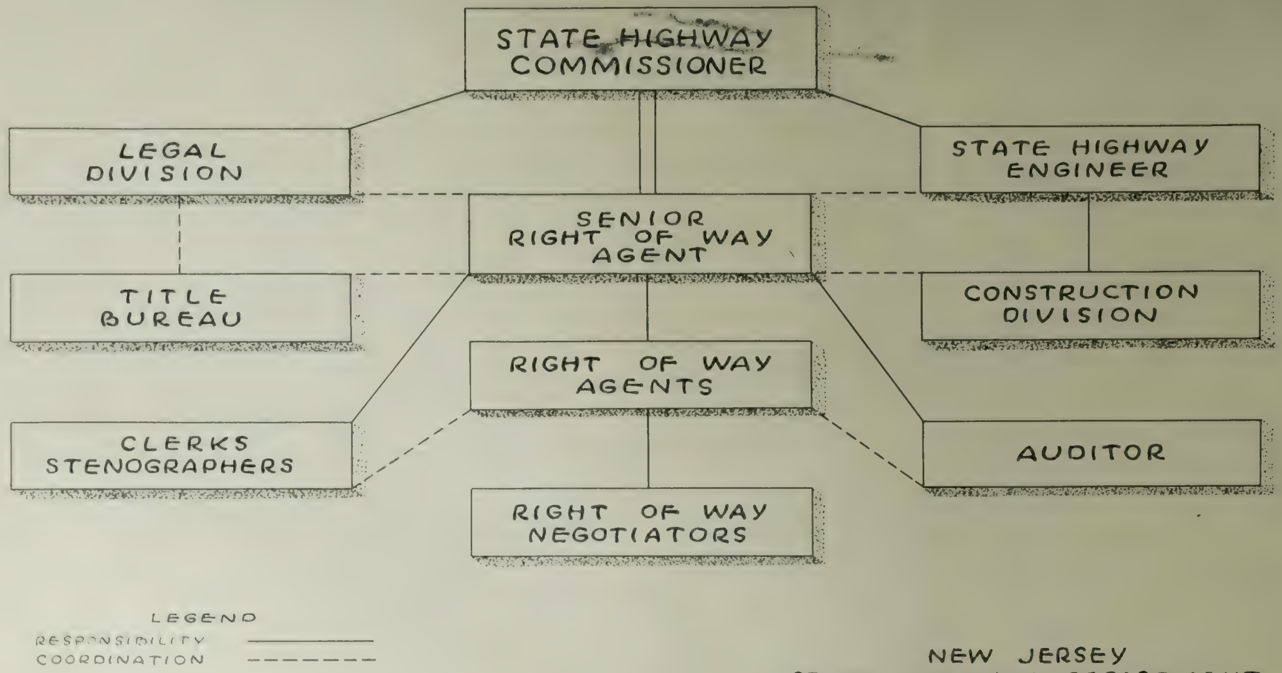
PERSONNEL OF BUREAU OF NEGOTIATIONS AND APPRAISALS

JANUARY 1, 1943 to DECEMBER 31, 1943

Aymar, J. W.	Senior Right of Way Agent
Kramer, H. N.	Right of Way Agent
Lincoln, A. C.	Right of Way Agent
Stewart, T. W.	Right of Way Agent
Walklet, J. J.	Right of Way Agent
Hancock, W. R.	Right of Way Negotiator
Ireton, F. A.	Right of Way Negotiator
Balbresky, M.	Senior Engineering Clerk
Watt, J.	Auditor
Beilinson, H.	Principal Clerk Stenographer
Manion, A. M.	Senior Clerk Stenographer
O'Hara, J.	Senior Clerk Stenographer
St. John, A.	Senior Clerk Stenographer
Lefkowitz, S.	Clerk Stenographer

EMPLOYEES WORKING UNDER THE SUPERVISION OF THE DIVISION OF SURVEY & PLANS, MOST OF WHOSE SALARIES ARE TRANSFERRED TO THE BUREAU OF NEGOTIATIONS & APPRAISALS.

Temperley, C.	Resident Engineer - Highway Const.
Vogel, R.	Resident Engineer - Highway Const.
Fowler, H.	Senior Civil Engineer
Bole, W.	Senior Draftsman
Cohen, A.	Senior Draftsman
Hall, R. J.	Senior Draftsman
Lozier, O.	Senior Draftsman
Frascella, T.	Jr. Highway Inspector
Stephan, H.	Engineering Draftsman
Fillipponi, M.	Clerk Stenographer
Finkle, L.	Clerk Stenographer



NEW JERSEY
STATE HIGHWAY DEPARTMENT
REAL ESTATE DIVISION (NEGOTIATIONS)
ORGANIZATION
1943

LIST SHOWING COMPARISON OF COST OF OPERATING REAL ESTATE DIVISION DURING 1941 - 1942 - 1943.

	1941	1942	1943
Salaries	$215,154.01	$209,289.27	$209,883.58
Traveling Expense	3,757.55	2,877.09	2,223.17
Supplies	1,577.57	1,377.09	739.56
Equipment	499.55	-	6.00
Appraisal Services	22,948.50	12,140.00	4,999.31
Blue Prints	906.87	555.49	1,235.03
Telephone	2,461.77	2,564.16	2,735.30
Advertising	13.64	6.82	131.25
Miscellaneous	45.14	153.50	107.31
Dept. Auto & Truck Use	14,098.63	13,414.46	8,164.91
Titles, County Clerks	5,111.81	3,320.97	2,432.57
Postage	811.88	706.88	476.77
Special Services, Attorneys, Appraisers, Witnesses, etc.	25,930.54	23,624.77	6,305.19
Condemnation Advertising	1,615.39	1,684.52	1,572.88
Medical Services	6.00	-	-
Rent and Light	475.86	146.26	-
Total Operating Cost	$295,414.71	$271,861.28	$241,012.83

SUMMARY OF 1943 REAL ESTATE ACQUISITIONS

Figures hereon are the columnar totals shown on the last page of the following tabulation, grouped in accordance with the key diagram on the preceding page.

AGREEMENTS	No.of Par.	Amount
Original Agreements	173	$ 705,375.27
Compromissary Agree. 1943 authorization	4	3,850.00
Compromissary Agree. old authorization	36	64,746,10
Total number of agreements and amount approved during 1943	213	$ 773,971.37

AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS		
Awards or settlements subsequent to awards on 1943 authorizations	2	$ 500.00
Awards or settlements subsequent to awards on old authorizations	58	55,594.41
Total awards or settlements subsequent to awards approved during 1943	60	$ 56,094.41

TOTAL NUMBER OF PARCELS SETTLED DURING 1943		
Agreements	213	$ 773,971.37
Awards or settlements subsequent to awards	60	56,094.41
Total number parcels settled during 1943	273	$ 830,065.78

TOTAL NUMBER OF PARCELS AND AMOUNTS AUTHORIZED FOR CONDEMNATION DURING 1943	32	$ 49,883,00

Of this number 4 parcels were settled by agreement and 2 parcels on which awards were approved, leaving 26 parcels authorized during 1943 which are still pending.

TOTAL NUMBER OF PARCELS ACTED ON BY THE COMMISSIONER DURING 1943. (INCLUDES NET CONDEMNATIONS AUTHORIZED)		
Total number of agreements approved	213	$ 773,971.37
Total number of awards or settlements subsequent to awards	60	56,094.41
Total number of net condemnations pending on 1943 authorizations	26	45,533.00
	299	$ 875,598.78

TOTAL NUMBER OF PARCELS AUTHORIZED FOR CONDEMNATION WHICH ARE STILL PENDING.		
Authorizations previous to Jan. 1, 1943 which are still pending	95	$ 158,671.62
Authorized during 1943 (Still Pending)	26	45,533.00
Total number of parcels authorized for condemnation which are still pending	121	$ 204,204.62

382 OPEN CASES NEVER ACTED ON, INCLUDING 2 ON OLD ROUTES.

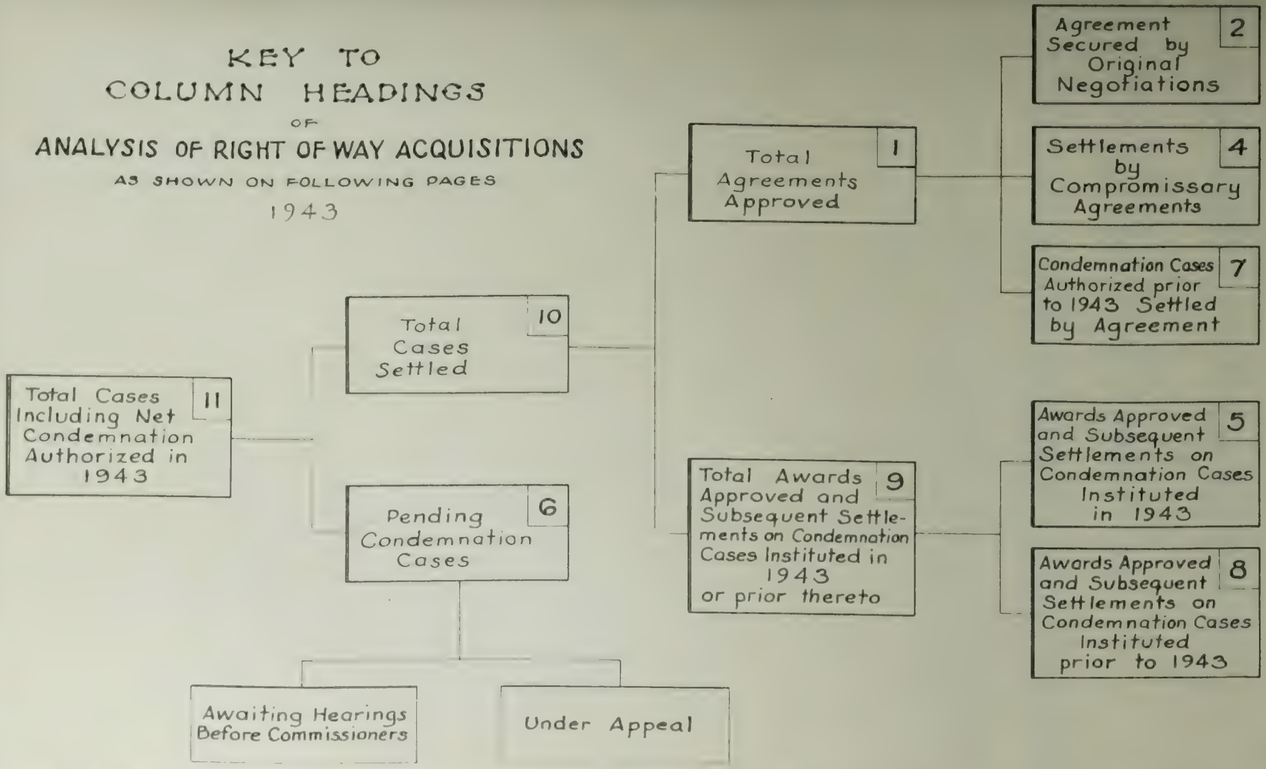
KEY TO COLUMN HEADINGS

OF

ANALYSIS OF RIGHT OF WAY ACQUISITIONS

AS SHOWN ON FOLLOWING PAGES

1943


Agreement Secured by Original Negotiations 2
Settlements by Compromissary Agreements 4
Condemnation Cases Authorized prior to 1943 Settled by Agreement 7
Total Agreements Approved 1
Total Cases Settled 10
Total Cases Including Net Condemnation Authorized in 1943 11
Awards Approved and Subsequent Settlements on Condemnation Cases Instituted in 1943 5
Awards Approved and Subsequent Settlements on Condemnation Cases Instituted prior to 1943 8
Total Awards Approved and Subsequent Settlements on Condemnation Cases Instituted in 1943 or prior thereto 9
Pending Condemnation Cases 6
Awaiting Hearings Before Commissioners
Under Appeal

3 — Total number of Condemnation Cases authorized in 1943. (Includes cases listed under Nos. 4 5 & 6

12 — Condemnation Cases still pending in 1943, which were authorized prior to 1943.

13 — Total Condemnation Cases Pending. (Includes cases listed under Nos. 6 12

14 — Number of properties required on authorized projects still under negotiation.

ANALYSIS OF RIGHT OF WAY ACQUISITION

ROUTE NUMBERS		1 TOTAL AGREEMENTS		2 ORIGINAL AGREEMENTS		CONDEMNATION								OLD CONDEMNATION SETTLED IN 1943				9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS		10 TOTAL SETTLED CASES		11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED		12 AUTHORIZED BEFORE JAN. 1ST OLD CONDEMNATION CASES PENDING		13 TOTAL CONDEMNATION CASES PENDING		14 OPEN CASES
						3 TOTAL CONDEMNATIONS AUTHORIZED		4 SETTLED BY COMPROMISORY AGREEMENTS		5 APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS		6 PENDING		7 BY AGREEMENT		8 BY AWARD OR SUBSEQUENT TO AWARDS												
ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
Cinnaminson Ave.		1	$ 625.00											1	$625.00					1	$ 625.00	1	$ 625.00					
Access Rd.Ave"Z"		1	6,010.00	1	$ 6,010.00															1	6,010.00	1	6,010.00					
Ft. Dix	1	1	500.00	1	500.00											1	9,118.25	1	9,118.25	2	9,618.25	2	9,618.25	1	1,065.00	1	1,065.00	
Ft. Dix	2	1	90.00	1	90.00	2	1,445.00					2	1,445.00			1	1,100.00	1	1,100.00	2	1,190.00	4	2,635.00			2	1,445.00	
Picatinny 3																								1	2,835.00	1	2,835.00	
1	Bergen Tpk																											1
1	4D																											1
1 Conn.	9	1	3,435.80	1	3,435.80															1	3,435.80	1	3,435.80					2
1	Point Lookout																											1
1 Ext.	14B	1	2,339.20	1	2,339.20															1	2,339.20	1	2,339.20					2
3	1B-2D																											23
3	3	1	1.00	1	1.00															1	1.00	1	1.00	1	321.60	1	321.60	
3	5																											3
S-3	1																							6	5,611.70	6	5,611.70	5
S-3	3	7	7,522.50	7	7,522.50															7	7,522.50	7	7,522.50					6
S-3	5	79	535,726.55	78	532,526.55	6	30,860.00	1	3,200.00			5	27,660.00							79	535,726.55	84	563,386.55			5	27,660.00	57
4	3	1	1.00	1	1.00															1	1.00	1	1.00					
4	40																							1	400.00	1	400.00	
4	41																											1
S4 Ext.	1	1	200.00	1	200.00															1	200.00	1	200.00					
S-4	Outerbridge	1	1.00	1	1.00															1	1.00	1	1.00					
S-4B	1															1	150.00	1	150.00	1	150.00	1	150.00	1	808.50	1	808.50	5
S-4B	2	1	2,255.08	1	2,255.08															1	2,255.08	1	2,255.08	1	125.00	1	125.00	4
S-4B	3																											2
		97	$558,707.13	95	$554,882.13	8	$32,305.00	1	$3,200.00			7	$29,105.00	1	$625.00	3	$10,368.25	3	$10,368.25	100	$569,075.38	107	$598,180.38	12	$11,166.80	19	$40,271.80	113

ANALYSIS OF RIGHT OF WAY ACQUISITION

ROUTE NUMBERS		1 TOTAL AGREEMENTS		2 ORIGINAL AGREEMENTS		CONDEMNATION								OLD CONDEMNATION SETTLED IN 1943				9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS		10 TOTAL SETTLED CASES		11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED		12 AUTHORIZED BEFORE JAN. 1ST OLD CONDEMNATION CASES PENDING		13 TOTAL CONDEMNATION CASES PENDING		14 OPEN CASES
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ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
4	Conn. to Somers Point	4	$ 3,370.00	1	$ 1,400.00									3	$1,970.00	6	$3,352.30	6	$3,352.30	10	$ 6,722.30	10	$ 6,722.30	5	$ 1,655.44	5	$ 1,655.44	
4	Union-Rahway																							1	19,687.00	1	19,687.00	3
6	7																											2
6	8	1	500.00			1	500.00	1	500.00											1	500.00	1	500.00					1
6	9					2	67.25					2	67.25									2	67.25			2	67.25	7
6	21																							1	1,707.60	1	1,707.60	1
6	23	12	43,739.00	12	43,739.00															12	43,739.00	12	43,739.00					36
10-3 C. L.	1																											6
12	2	1	200.00											1	200.00					1	200.00	1	200.00					
18	1	6	6,728.00	2	160.00									4	6,568.00	4	1,650.00	4	1,650.00	10	8,378.00	10	8,378.00	2	326.30	2	326.30	1
18	2																											1
18S	19																							1	10.00	1	10.00	
20	5																							1	50.00	1	50.00	
20	7																							1	50.00	1	50.00	
21	1																											1
21	2	1	125.00	1	125.00															1	125.00	1	125.00					
21	4A																											2
21	4B-C																											6
21	5	1	1.00	1	1.00															1	1.00	1	1.00					
21-25-29		1	1.00	1	1.00															1	1.00	1	1.00					
24 24N	22 1	2	10,829.00	2	10,829.00															2	10,829.00	2	10,829.00	2	11,315.95	2	11,315.95	5
25	3D-1A																											1
25	4																							1	13,983.00	1	13,983.00	
25	5																							1	50.00	1	50.00	
		29	$65,493.00	20	$56,255.00	3	$567.25	1	$500.00			2	$67.25	8	$8,738.00	10	$5,002.30	10	$5,002.30	39	$70,495.30	41	$70,562.55	16	$48,835.29	18	$48,902.54	73

ANALYSIS OF RIGHT OF WAY ACQUISITION

ROUTE NUMBERS		1 TOTAL AGREEMENTS		2 ORIGINAL AGREEMENTS		CONDEMNATION								OLD CONDEMNATION SETTLED IN 1943				9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS		10 TOTAL SETTLED CASES		11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED		12 AUTHORIZED BEFORE JAN. 1ST OLD CONDEMNATION CASES PENDING		13 TOTAL CONDEMNATION CASES PENDING		14 OPEN CASES
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ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
25	5B-6B	2	$ 705.00	2	$ 705.00															2	$ 705.00	2	$ 705.00					
25	12																							2	55.00	2	55.00	
25	23																											1
25	29																											3
25	32	1	1.00	1	1.00	1	9,320.00					1	9,320.00							1	1.00	2	9,321.00			1	9,320.00	8
25	33					1	821.00					1	821.00									1	821.00			1	821.00	
25	34	1	3,115.00											1	3,115.00	1	11,200.00	1	11,200.00	2	14,315.00	2	14,315.00	6	82,890.48	6	82,890.48	1
Fort Street Access Road																												3
25A	Detour	2	202.00	2	202.00															2	202.00	2	202.00					1
25,S26 & 1																1	7,951.62	1	7,951.62	1	7,951.62	1	7,951.62					
25 C.L.2-3-4-5																								1	190.00	1	190.00	1
26	3																											1
26	4																							1	2.00	1	2.00	
26	5																							1	426.00	1	426.00	
26 & 27 Circle																								1	74.00	1	74.00	
28	22	1	4,000.00	1	4,000.00															1	4,000.00	1	4,000.00					3
28	23	2	1,650.00	1	900.00									1	750.00	1	100.00	1	100.00	3	1,750.00	3	1,750.00					2
28	24															1	2,320.00	1	2,320.00	1	2,320.00	1	2,320.00	2	2,145.50	2	2,145.50	
28	25	1	10,000.00											1	10,000.00					1	10,000.00	1	10,000.00	1	105.00	1	105.00	
28-24 C. L.	1 & 2																							1	50.00	1	50.00	
S-28	1																											1
28-29 Conn.	1 Ext.																											13
29	2D	3	1,758.50	2	1,001.00									1	757.50					3	1,758.50	3	1,758.50	2	180.00	2	180.00	3
29	2E	2	3,001.00	2	3,001.00															2	3,001.00	2	3,001.00					
		15	$24,432.50	11	$9,810.00	2	$10,141.00					2	$10,141.00	4	$14,622.50	4	$21,571.62	4	$21,571.62	19	$46,004.12	21	$56,145.12	18	$86,117.98	20	$96,258.98	41

ANALYSIS OF RIGHT OF WAY ACQUISITION

ROUTE NUMBERS		1 TOTAL AGREEMENTS		2 ORIGINAL AGREEMENTS		CONDEMNATION								OLD CONDEMNATION SETTLED IN 1943				9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS		10 TOTAL SETTLED CASES		11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED		12 AUTHORIZED BEFORE JAN. 1ST OLD CONDEMNATION CASES PENDING		13 TOTAL CONDEMNATION CASES PENDING		14 OPEN CASES
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ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
29	3B-1C-2C															2	$1,180.24	2	$1,180.24	2	$ 1,180.24	2	$ 1,180.24					1
29	3C																											1
29	9W					1	70.00					1	70.00									1	70.00			1	70.00	
29A	2																											2
30	2A	1	3,300.00	1	3,300.00															1	3,300.00	1	3,300.00					
30	8	1	1.00	1	1.00															1	1.00	1	1.00					
31	11	2	950.00	1	500.00									1	450.00					2	950.00	2	950.00					1
S-31	3																							2	110.00	2	110.00	
S-31	5	3	11,095.00	3	11,095.00	2	1,368.00					2	1,368.00							3	11,095.00	5	12,463.00			2	1,368.00	7
33	3B-3C																											1
33-35 Conn.	1	2	290.00			2	200.00	1	50.00			1	150.00	1	240.00	5	910.00	5	910.00	7	1,200.00	8	1,350.00	1	180.00	2	330.00	
33	3W																											1
34	4	1	200.00	1	200.00															1	200.00	1	200.00	1	33.10	1	33.10	
34	6 & 7 W	2	25,399.00	2	25,399.00															2	25,399.00	2	25,399.00					44
35	1																							1	60.00	1	60.00	
35	8A																											2
35	9																											1
35	10																							1	500.00	1	500.00	
35	38	4	15,649.00	1	2,749.00									3	12,900.00					4	15,649.00	4	15,649.00	1	326.00	1	326.00	
35-4W	Conn.	1	100.00	1	100.00															1	100.00	1	100.00					
35 to 33		3	359.20											3	359.20	18	1,510.00	18	1,510.00	21	1,869.20	21	1,869.20	3	260.00	3	260.00	
35 Ext.	12-13-14																							1	500.00	1	500.00	1
36	3																							1	10.00	1	10.00	
37	6	1	100.00											1	100.00					1	100.00	1	100.00					
		21	$57,443.20	11	$43,344.00	5	$1,638.00	1	$50.00			4	$1,588.00	9	$14,049.20	25	$3,600.24	25	$3,600.24	46	$61,043.44	50	$62,631.44	12	$1,979.10	16	$3,567.10	62

ANALYSIS OF RIGHT OF WAY ACQUISITION

5

ROUTE NUMBERS		TOTAL AGREEMENTS 1		ORIGINAL AGREEMENTS 2		CONDEMNATION								OLD CONDEMNATION SETTLED IN 1943				TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS 9		TOTAL SETTLED CASES 10		TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED 11		AUTHORIZED BEFORE JAN. 1ST OLD CONDEMNATION CASES PENDING 12		TOTAL CONDEMNATION CASES PENDING 13		OPEN CASES 14
						TOTAL CONDEMNATIONS AUTHORIZED 3		SETTLED BY COMPROMISORY AGREEMENTS 4		APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS 5		PENDING 6		BY AGREEMENT 7		BY AWARD OR SUBSEQUENT TO AWARDS 8												
ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
37	14																											1
38	4	6	6,570.00	3	900.00									3	5,670.00	1	250.00	1	250.00	7	6,820.00	7	6,820.00	1	75.00	1	75.00	2
38, 41, S41																												1
39	1C-2A	5	256.00	3	155.00	3	470.10	1	100.00			2	370.10	1	1.00	1	11,000.00	1	11,000.00	6	11,256.00	8	11,626.10			2	370.10	
40	2W																							2	282.80	2	282.80	9
40	5B	3	40,950.00	1	24,400.00	3	2,606.95					3	2,606.95	2	16,550.00					3	40,950.00	6	43,556.95	2	325.00	5	2,931.95	
40	6A																											1
40	9W	1	3,442.00	1	3,442.00															1	3,442.00	1	3,442.00					
40	10-11 W					1	30.00					1	30.00									1	30.00			1	30.00	6
41	2																											1
S41	1W	1	160.00	1	160.00															1	160.00	1	160.00					30
S41	3B-4A	2	1,350.00											2	1,350.00	3	2,900.00	3	2,900.00	5	4,250.00	5	4,250.00					
42	3A	1	50.00	1	50.00															1	50.00	1	50.00					
43	12A																							1	4.50	1	4.50	
44	2A, 4A, 7A																							1	490.00	1	490.00	
44	2B, 4B, 7B	8	6,300.96	8	6,300.96	1	447.50					1	447.50							8	6,300.96	9	6,748.46			1	447.50	18
44	4																							1	25.00	1	25.00	
44	9	4	2,190.18	4	2,190.18	4	1,177.20					4	1,177.20							4	2,190.18	8	3,367.38	2	800.00	6	1,977.20	1
44	10																							1	100.00	1	100.00	
45	2	1	1.00	1	1.00															1	1.00	1	1.00	1	323.00	1	323.00	
47	2																							1	1.00	1	1.00	
47	9	1	35.00	1	35.00															1	35.00	1	35.00					
47	11																											2
47	12																							1	1,087.00	1	1,087.00	
		33	$61,305.14	24	$37,631.14	12	$4,731.75	1	$100.00			11	$4,631.75	8	$23,571.00	5	$14,150.00	5	$14,150.00	38	$75,455.14	49	$80,086.89	14	$3,513.30	25	$8,145.05	72

ANALYSIS OF RIGHT OF WAY ACQUISITION

ROUTE NUMBERS		1 TOTAL AGREEMENTS		2 ORIGINAL AGREEMENTS		CONDEMNATION								OLD CONDEMNATION SETTLED IN 1943				9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS		10 TOTAL SETTLED CASES		11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED		12 AUTHORIZED BEFORE JAN. 1ST OLD CONDEMNATION CASES PENDING		13 TOTAL CONDEMNATION CASES PENDING		14 OPEN CASES
						3 TOTAL CONDEMNATIONS AUTHORIZED		4 SETTLED BY COMPROMISORY AGREEMENTS		5 APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS		6 PENDING		7 BY AGREEMENT		8 BY AWARD OR SUBSEQUENT TO AWARDS												
ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
48	21																							1	$ 50.00	1	$ 50.00	
48	23	1	200.00	1	200.00															1	200.00	1	200.00	1	744.88	1	744.88	15
48	24	1	120.00											1	120.00	1	50.00	1	50.00	2	170.00	2	170.00	7	430.00	7	430.00	1
49	13W	2	552.00											2	552.00					2	552.00	2	552.00	1	150.30	1	150.30	
S49	5	6	2,500.00	5	2,250.00	2	500.00			2	500.00			1	250.00	4	333.00	6	833.00	12	3,333.00	12	3,333.00					2
54	1	2	2,400.00	1	200.00									1	2,200.00	4	281.00	4	281.00	6	2,681.00	6	2,681.00	12	5,413.97	12	5,413.97	1
		12	$5,772.00	7	$2,650.00	2	$500.00			2	$500.00			5	$3,122.00	9	$664.00	11	$1,164.00	23	$6,936.00	23	$6,936.00	22	$6,789.15	22	$6,789.15	19

ANALYSIS OF RIGHT OF WAY ACQUISITION

Old Route Numbers		1 Total Agreements		2 Original Agreements		CONDEMNATION 3 Total Condemnations Authorized		4 Settled by Compromisory Agreements		5 Approved Awards or Settlements Subsequent to Awards		6 Pending		OLD CONDEMNATION SETTLED IN 1943 7 By Agreement		8 By Award or Subsequent to Awards		9 Total Awards Approved or Settlements Subsequent to Awards		10 Total Settled Cases		11 Total Cases Including Net Condemnations Authorized		12 Authorized before Jan. 1st Old Condemnation Cases Pending		13 Total Condemnation Cases Pending		14 Open Cases
ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
3	10																											1
3	13	1	125.00	1	125.00											2	238.00	2	238.00	3	363.00	3	363.00					1
4	15	1	150.00	1	150.00															1	150.00	1	150.00					
5	16	2	75.00	2	75.00															2	75.00	2	75.00					
6	9	1	450.00	1	450.00															1	450.00	1	450.00					
12	6	1	18.40											1	18.40					1	18.40	1	18.40					
15	8																							1	270.00	1	270.00	
Totals		6	$818.40	5	$800.00									1	$18.40	2	$238.00	2	$238.00	8	$1,056.40	8	1,056.40	1	$270.00	1	$270.00	2
Total	Sheet #1	97	$558,707.13	95	$554,882.13	8	$32,305.00	1	$3,200.00			7	$29,105.00	1	$ 625.00	3	$10,368.25	3	$10,368.25	100	$569,075.38	107	$598,180.38	12	$ 11,166.80	19	$ 40,271.80	113
"	" #2	29	65,493.00	20	56,255.00	3	567.25	1	500.00			2	67.25	8	8,738.00	10	5,002.30	10	5,002.30	39	70,495.30	41	70,562.55	16	48,835.29	18	48,902.54	73
"	" #3	15	24,432.50	11	9,810.00	2	10,141.00					2	10,141.00	4	14,622.50	4	21,571.62	4	21,571.62	19	46,004.12	21	56,145.12	18	86,117.98	20	96,258.98	41
"	" #4	21	57,443.20	11	43,344.00	5	1,638.00	1	50.00			4	1,588.00	9	14,049.20	25	3,600.24	25	3,600.24	46	61,043.44	50	62,631.44	12	1,979.10	16	3,567.10	62
"	" #5	33	61,305.14	24	37,634.14	12	4,731.75	1	100.00			11	4,631.75	8	23,571.00	5	14,150.00	5	14,150.00	38	75,455.14	49	80,086.89	14	3,513.30	25	8,145.05	72
"	" #6	12	5,772.00	7	2,650.00	2	500.00			2	500.00			5	3,122.00	9	664.00	11	1,164.00	23	6,936.00	23	6,936.00	22	6,789.15	22	6,789.15	19
"	" #7	6	818.40	5	800.00									1	18.40	2	238.00	2	238.00	8	1,056.40	8	1,056.40	1	270.00	1	270.00	2
Grand	Total	213	$773,971.37	173	$705,375.27	32	$49,883.00	4	$3,850.00	2	$500.00	26	$45,533.00	36	$64,746.10	58	$55,594.41	60	$56,094.41	273	$830,065.78	299	$875,598.78	95	$158,671.62	121	$204,204.62	382

ANNUAL REPORT

OF THE

LEGAL DIVISION

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1943

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON
ZONE 1

March 1, 1944.

Hon. Spencer Miller, Jr.,
State Highway Commissioner.

There is respectfully submitted report, covering the calendar year 1943, concerning the operations of the Title Bureau in the acquisition of lands by the State of New Jersey for its use in the construction of the State Highway System.

During 1943, The State Highway Commissioner approved 210 ($799,463.78) purchase contracts and 55 ($14,682.46) condemnation awards, a total of $814,146.24; 350 title investigations and 761 continuations thereof were made in the several county offices and abstracts of title prepared; 97 proceedings in the office of the Clerk in Chancery were examined and abstracts prepared; judgment searches were made in the respective offices of the Clerks of the New Jersey Supreme Court and the United States District Court against 1968 persons; abstracts of title were analyzed and 241 reports of title prepared; 327 instruments of conveyance were prepared and furnished to the State's vendors for their use; 356 executed instruments were recorded in the offices of the several County Clerks and Registers; 257 claims were certified to the Comptroller and payment made to the State's vendors in 271 cases (whereof 96 were represented by attorneys) aggregating $675,703.40, 176 by mail, 65 at the office of the Title Bureau, and 30 at the office of the vendor's attorney, at the vendor's bank, or residence, and in 39 cases ($6,646.23) condemnation awards were paid into the Court of Chancery. In addition 834 legal notices in connection with condemnation proceedings were served on the parties in interest and 199 special investigations were made for the purpose of obtaining necessary information not of record.

Frederick Vollmer
Title Officer.

FV-LN

Honorable Spencer Miller, Jr.
State Highway Commissioner
Trenton, New Jersey

Dear Commissioner:

Following is a report of the condemnation work throughout the State according to counties and other miscellaneous work from January 1, 1943 to January 1, 1944.

County	Number of Cases	Settlements after institution of proceedings	Awards Paid	Awards Appealed	Jury Verdicts	Awards Appealed	Settled before Trials	Hearings Pending	Appeals Pending
Atlantic	22	1 $750.00	13 $3,921.30					8	
Bergen	1							1	
Burlington	11	1 $10,000.00		1 $1,148.29 (By Owner)	1 $1,100.00	2 $22,118.25	2 $19,750.00	7	
Camden	4	1 $350.00	2 $400.00			1 $4,100.00	1 $2,500.00		
Cape May	7	1 $250.00	6 $833.00						
Essex	3	1 $11,200.00				2 $47,000.00	2 $47,000.00		
Gloucester	3	3 $700.00 (No action by Commissioner)							

Number of Cases		Settlements after institution of proceedings		Awards Paid	Awards Appealed	Jury Verdicts	Awards Appealed	Settled before Trials	Hearings Pending	Appeals Pending
County										
Hunterdon	5	2	$950.00	1 $100.00			2 $20,583.34	2 $12,320.00		
Middlesex	11	3	$3,718.00	3 $1,010.00	1 $7,951.62 (To be tried)				4	1
Monmouth	28	2	$3,920.00	25 $2,740.00			1 $1,851.20	1 $1,750.00		
Passaic	2	1	$500.00	1 $150.00						
Sussex	1	1	$450.00							
Union	5				2 $3,935.00 (To be tried)		2 $2,721.80	2 $1,457.50		2
					1 $1,144.85	1 $567.56				
Warren	3	1	$18.40						2	
Totals	106	15	$32,106.40	51 $9,154.30	2 $2,293.14	2 $1,667.56	10 $98,374.59	10 $84,777.50	22	3
				3 $700.00 (No action by Commissioner)	3 $11,886.62 (To be tried)					

65 Federal Government condemnation cases in which the State of New Jersey was made a party in interest, 13 of which required a fairly substantial amount of work and two required a considerable amount of work, including legal research, drafting of court papers and affidavits.

SUMMARY

Settlements from January 1, 1943 to January 1, 1944 after institution of proceedings......15 Cases
Amount of Settlements..............$32,106.40

Awards from January 1, 1943 to January 1, 1944..54 Cases
51 Awards Paid........................$9,154.30
3 Awards pending action of the
Commissioner..........................$700.00

Settlements after awards and before appeals were tried..................................10 Cases
10 Awards Appealed in the amount of $98,374.59 and
Settled for $84,777.50

Appeals tried from January 1, 1943 to January 1, 1944...................................2 Cases
2 Awards appealed totaling $2,293.14 on which
verdicts amounted to $1,667.56
3 Awards appealed totaling $11,886.62 on which
appeals have not been tried.

Cases awaiting trials in the Circuit Court.........................3 Cases
Cases awaiting hearing before commissioners........................22 Cases
Cases pending awaiting the action of the Commissioner..............3 Cases
Cases awaiting title data..50 Cases
Cases awaiting maps and descriptions...............................2 Cases
Cases to be started which are being held for various reasons.......28 Cases

TOTAL NUMBER OF CASES PENDING..............108 Cases

65 Federal Government condemnation cases in which the State of New Jersey was made a party in interest.

Following is a summary of other miscellaneous work from January 1, 1943 to January 1, 1944.

5 Specific Performance cases.

1 Mandamus proceeding by property owner directing State to institute condemnation proceedings for an alleged taking of certain rights. The Supreme Court decision in this case was favorable to the State.

1 Court of Errors and Appeals case from the Court of Chancery. The appeal was taken from a decision by Vice Chancellor Egan in injunction proceedings to restrain the Commissioner of a nuisance in a State highway involving the preparation of state of case and briefs. Court of Errors and Appeals reversed the decree of the Court of Chancery.

4 Personnel matters involving the Wilson, Campbell, Cortese and Lingrell cases.

1 Claim of the State of New Jersey against the New Jersey and New York Railroad Company arising out of a grade crossing elimination contract.

1 Encroachment case wherein the Commissioner directed the necessary proceedings to be taken to prevent the construction of a private dwelling within the limits of the State's right of way. The matter was finally adjusted without the necessity of instituting injunction proceedings.

40 Cases involving payment of awards into the Court of Chancery including petition, order and notices in each case.

121 Sixty year titles approved.

242 Deeds approved.

246 Invoices approved as to execution on right of way claims.

315 Electrical agreements prepared for execution by municipalities and counties involving highway lighting and traffic signals, and the approval of said agreements after execution for 1943 and 1944.

David T. Wilentz
David T. Wilentz
Attorney General

By Benj. C. VanTine
Benjamin C. VanTine
Special Assistant Attorney General

ANNUAL REPORT

OF THE

STATE HIGHWAY DEPT. W. P. A. PROGRAM

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1943

1943

YEARLY REPORT

J. A. Williams
Division Construction Engineer

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON
ZONE 1

Yearly Report - 1943

J. A. Williams/FAM.

January 1, 1944.

Mr. C. F. Bedwell, Acting
State Highway Engineer
State House Annex
Trenton, New Jersey.

Dear Sir:

The activities of this Division, during the calendar year of 1943, were reduced due to the closing of the State Highway-Work Projects Administration Program on May 22, 1943.

Throughout the year, however, the Federal Government, through the Special Projects Salvage Branch of the War Production Board, removed rails throughout the State under several different contractors, and this office supervised the removal of the rail, and the repair of the pavements on the State Highway System.

STATE HIGHWAY-W.P.A. PROGRAM

The State Highway-W.P.A. Program was progressively curtailed throughout the Spring months. All work was suspended in the field on or about April 14, 1943, and the Program was finally brought to a close on May 22, 1943.

The maximum number of projects operated during the year was ten, and, at the close of the Program, all of these projects had been completed.

One of these projects, 1016-1-63, C-241, Atlantic County-wide Bridge Reconstruction, was completed with County forces, but with W.P.A. material given to the County by the Federal Government. This material, turned over to Atlantic County for the completion of this project, was valued at approximately $1200.00.

The maximum number of W.P.A. workers employed was four hundred and seven (407), and the average employment for the year, up to May 22, 1943, the date of closing, was two hundred and sixty-seven (267).

There was expended in 1943, in the year of operation, $54,000 of W.P.A. Funds, and a sponsorship of $384,169 was recorded.

A review of the entire State Highway-W.P.A. Program, from its inception to the date of closing, May 22, 1943, is as follows:

YEAR	AVERAGE EMPLOYMENT	HIGHEST EMPLOYMENT OF YEAR
1938	8,756 workers	16,759 workers
1939	11,148 "	16,832 "
1940	15,853 "	22,305 "
1941	7,062 "	14,632 "
1942	2,052 "	3,283 "
1943	267 "	407 "

During the Program, there were completed seven hundred and forty-three (743) projects, and seven hundred ninety-five (795) projects were operated. At the end of the Program, there remained fifty-two (52) projects not completed insofar as their entire scope was concerned, but no project was left in such condition that it cost the State any money to finish it. The unfinished part, in all cases, being a separate increment that had not been started.

The total amount expended by W.P.A. in the operation of the Program, from its inception in March, 1938, to the closing date of May 22, 1943, was over $34,000,000. This was made up of an expenditure of $30,838,400 representing labor, and $2,283,200 representing material, equipment and warehouse charges. The W.P.A. credited the State with an evaluation of $18,689,316 as recorded sponsorship, which represents 35.6% of the total Program.

The State appropriations amounted to $6,801,710, over half of which represented payments to contractors for work done under contract with W.P.A. labor on the Primary State Highway System, the remainder being mainly labor, material, equipment, right-of-way, engineering services and other normal overhead, for which we were allowed credit as sponsorship under our reading of the W.P.A. Rules and Regulations.

RAIL SALVAGE PROGRAM

There has been removed from within the limits of the State Highway System, in the Counties of Somerset, Middlesex, Union, Hudson, Essex, Mercer, Bergen and Gloucester, two thousand, five hundred sixty-six (2,566) tons of steel, and this has been replaced with nineteen thousand, one hundred twenty-seven (19,127) square yards of pavement.

This pavement has under it a concrete base of four (4") inches or more in depth, and a bituminous top averaging one and one-half (1-1/2") inches in thickness, and one (1') foot in width.

There remains to be removed approximately one thousand, nine hundred ninety-seven (1,997) tons additional in Bergen, Hudson, Union, Camden, Cumberland, Salem and Monmouth Counties if the Program is resumed in 1944. It has now been closed for the 1943 Construction Season.

COMMITTEE SERVICE

On March 5, 1943, I was named a member of the four-man Special Advisory Planning Committee to work in conjunction with the State Highway Bureau of Research.

As originally constituted, this Committee met weekly and prepared a report of recommendations.

This Committee was rescinded and annulled on June 1, 1943, by Commissioner Miller, who then created the Highway Planning Bureau to go further into the recommendations, and appointed nine men, including the writer, to serve as an Advisory Committee, which meets monthly.

There are included in this Report, tables showing the W.P.A. Projects operated and completed for the year 1943, and a compilation showing the locations where rail was salvaged from the State Highway System, together with the locations available for further salvage operations if the Government continues this Program in 1944.

Very truly yours

J. A. Williams
Division Construction Engineer.

RAIL SALVAGE PROGRAM

RAIL TO BE REMOVED AS OF DECEMBER 11, 1943

ROUTE	COUNTY	MUNICIPALITY	L. F. OF RAIL
1	Hudson	North Bergen	200✓
4N	Monmouth	Eatontown	3168
4N	"	Belmar	5280
4N	"	Bradley Beach	18244
4N	"	Neptune	8764
4N	"	Asbury Park	5952
4N	"	Asbury Park	3528
4N	"	Asbury Park	7012
6	Bergen	Palisades Park	1026
17	"	Carlstadt	260✓
25	Hudson	Kearny	2091
27	Union	Rahway	170
35	Monmouth	Eatontown	2112
45	Camden	Gloucester	8800
45	Gloucester	Mantua	1274
45	Salem	Salem	6884
45	Salem	Salem	56
48	Salem	Pennsgrove	4800
49	Cumberland	Bridgeton	4424
49	Cumberland	Millville	9500
49	Cumberland	Bridgeton	9780

RAIL SALVAGE PROGRAM

RAIL REMOVED TO DECEMBER 11, 1943.

Route	County	Municipality	Street Name	L.F. of Rail	Type Rail	Rail Weight
3	Hudson	Secaucus	Paterson Plank Road	17938	7" Tram	101
4	Bergen	East Paterson	Broadway	566	5" Tee	80
4	Bergen	Fairlawn & East Paterson	Broadway	4290	5" "	80
7	Essex	Belleville	Washington Avenue	38010	7" Tram	101
7	Essex	Nutley	Washington Avenue	4556	7" "	101
7	Essex	Nutley	Kingsland Avenue	2054	7" "	101
10	Hudson	Jersey City	Newark Avenue	7600	7" Girder	116
17	Bergen	Lyndhurst	Ridge Road	866	7" Tram	101
21	Essex	Newark	McCarter Highway	5400	7" Trilby	116
24	Essex	Maplewood	Springfield Avenue	3154	7" "	116
27	Middlesex	Highland Park	Raritan Avenue	18798	7" Tee	116
27	Middlesex		Raritan River Bridge	6554	7" Girder	116
27	Union	Elizabeth	N. Broad Street	9232	7" Tram	101
27	Mercer	Lawrence Twp.	Main Street	8700	5½" Tee	90
28	Somerset	Somerville	Main Street	9900	7" "	116
28	Somerset	Bound Brook	Union Avenue	1360	5" "	80
28	Middlesex	Middlesex	Union Avenue	912	5" "	80
28	Union	Elizabeth	Bayway	11796	7" Trilby	116
33	Mercer	Hamilton Twp.	Greenwood Avenue	10560	6" Tee	101
45	Gloucester	Woodbury	Broad Street	7920	6" Tram	101
45	Gloucester	Woodbury	Red Bank Avenue	13920	6" Tram	101

RAIL SALVAGE PROGRAM

RAIL TO BE REMOVED AS OF DECEMBER 11, 1943

ROUTE	COUNTY	MUNICIPALITY	L. F. OF RAIL
1	Hudson	North Bergen	200
4N	Monmouth	Eatontown	3168
4N	"	Belmar	5280
4N	"	Bradley Beach	18244
4N	"	Neptune	8764
4N	"	Asbury Park	5952
4N	"	Asbury Park	3528
4N	"	Asbury Park	7012
6	Bergen	Palisades Park	1026
17	"	Carlstadt	260
25	Hudson	Kearny	2091
27	Union	Rahway	170
35	Monmouth	Eatontown	2112
45	Camden	Gloucester	8800
45	Gloucester	Mantua	1274
45	Salem	Salem	6884
45	Salem	Salem	56
48	Salem	Pennsgrove	4800
49	Cumberland	Bridgeton	4424
49	Cumberland	Millville	9500
49	Cumberland	Bridgeton	9230

ANNUAL REPORT

OF THE

PURCHASE & STORES DIVISION

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1943

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON
ZONE 1

March 9, 1944.

1943 ANNUAL REPORT

ADMINISTRATION
PURCHASE & STORES DIVISION

The 1943 report of the Purchase & Stores Division again shows a reduction in the amount of order requests and orders handled by the division. Although the reduction would tend to indicate a reduction in the amount of work involved, it has been our experience that just the opposite is the case.

The War Production Board has eased up considerably on its regulations and rulings and has made it possible for us to secure many of our replacement items on a priority rating of AA-2 which has increased the possibilities of deliveries considerably. However, since the above rating cannot be applied to all items, there is still some difficulty in securing replacement parts for certain cars and trucks, and I find that this material becomes harder to secure as the war progresses.

This is particularly true regarding bearings, connecting rods, and pistons for our various pieces of equipment. An effort has been made to secure assistance from the Army Transportation Division and, although the officers have made a sincere effort to assist us, 100% deliveries have not been made up to the present time.

We have found it necessary to request the State Purchase Commissioner to confirm the purchase of many items which have been picked up at various points throughout the State when and wherever possible. The Purchase Commissioner has been very co-operative in this respect and his co-operation has enabled us to furnish materials to the Equipment Division making it possible for them to repair equipment which at times lays on the repair shop floor awaiting parts.

During the year the number of order requests received by the division has been reduced considerably. This reduction amounts to approximately 25% and I am not attempting to make any explanation for the reduction. The requests and the divisions in which they originated are given below:-

1943 Order Requests

Administration	185
Maintenance	531
Equipment	63
Projects	65
Electrical	101
Purchase & Stores	454
Real Estate	21
Construction	136
Laboratory	45
W.P.A.	1
Total	1602

The number of orders placed also shows a reduction, not only in the number of orders issued, but also in the money value of the orders issued. The number of orders and the value in money are given in the table below;-

Account		No. of Orders	Approximate Value in Money
Highway Purchase Orders		416	$ 59,299.11
State Purchasing Agent's Orders	(R-8-A	1326	219,210.74
	(R-8-F	741	321,402.14
	(R-8-D	4	30,881.12
TOTALS--		2487	$ 630,793.11

At times during the year, it has been found to the advantage of the Department to accept overdeliveries on certain orders which were in force and covering items which were becoming harder to secure. For this reason, it was necessary for us to issue a total of 98 excess orders with a total money value of $3,139.21.

Cancellations affecting 113 orders and amounting to $31,919.67 were necessary during the year. If during our efforts to secure deliveries, we found a vendor unable to make delivery, the cancellation of the order was requested and a new order placed with a vendor who could make delivery. The cancellations represent considerable work since it is necessary to find a new source of supply before a cancellation is requested. Some of the cancellations were made on orders dating back as far as 1941, while others were issued against 1943 orders. At the present time we have in the open files of the Purchase & Stores Division, two (2) orders which were placed in 1941 and upon which deliveries have not as yet been completed. The orders have not been cancelled because we have been assured by the vendors that deliveries will be made at the prices shown on the orders. I have determined, therefore, that it is to the advantage of the Department to continue the orders in force, especially due to the present conditions.

We have continued to expand the use of the central office-supply stockroom and are gradually setting up a stockroom which will be a valuable asset to the Department. Although the amount of business done by the stockroom during 1943 shows a reduction of approximately 33-1/3%, I believe that the reduction is directly due to the system installed and that a continued reduction in the cost of office supplies will be shown.

The amounts charged to the various divisions from the Administration Division stockroom are given in the following table;-

Charges for materials delivered to various Divisions from Administration Stock Room.

Highway Planning Bureau	$ 40.21
Statewide Highway Planning Survey	152.63
Construction	1,121.83
Electrical	1,053.21
Equipment	566.83
Laboratory	291.10
Maintenance	2,674.26
Medical	105.35
Projects	2,285.28
Real Estate	62.55
Total	$ 8,353.25

We have in the division at the present time seven (7) employees in the armed forces. These employees have been replaced by employees with little or no knowledge of Department procedure, and considerable credit is due those who are immediately responsible for the work being done by the newer employees. The turnover in help is a terrific problem, not only in our division, but all divisions, and it is continually necessary to train new employees to perform tasks formerly done by experienced help.

Respectfully submitted,

R. W. Wildblood

R. W. Wildblood,
Supv., Purchase & Stores Div.

ANNUAL REPORT

OF THE

AUDITING & ACCOUNTING BUREAU

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1943

FINANCIAL REPORT

YEAR 1943

OF THE

STATE HIGHWAY DEPARTMENT

STATE OF NEW JERSEY

AUDITING AND ACCOUNTING BUREAU

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT

* C O M M E N T S *

Funds

The total amount of revenue anticipated to be available for appropriations from the State Highway Fund as shown by the Appropriation Act of the year 1943 was $31,112,000.00. This amount was increased by the recapture of funds previously appropriated to the State Highway Department as follows:- balance of 1942 Construction Program, $5,433,597.06; balance of W.P.A. Program, $150,776.72; balance of 1942 Maintenance Program, $950,769.08; a total of $6,535,142.86, resulting in a total available of $37,647,142.86. From this amount was deducted $6,731,865.26 for the following purposes:-

General Purpose, State Fund	$ 275,000.00
General & Educational Deficiencies, State Fund	2,841,865.26
Defense Purpose, State Fund	365,000.00
Salary Adjustments of employees paid from State Fund	2,500,000.00
Salary Adjustments of employees paid from Highway Fund	750,000.00
	$6,731,865.26

In addition to these transfers, there was reserved against declining revenues or to meet expenditures of an emergency nature, the sum of $2,869,962.32, leaving an estimated balance available for appropriation of $28,045,315.28. This estimated amount was adjusted by the following actual receipts accomplished during the year:-

The anticipated unappropriated balance as of January 1, 1943 was $3,100,000. The actual unappropriated balance was $3,122,071.33, an increase of $22,071.33.

The revenue anticipated by the Motor Vehicle Department from motor vehicle fees, fines, etc., was $14,000,000. The actual amount received was $19,453,674.34, an increase of $5,453,674.34.

The revenue anticipated by the Motor Vehicle Department from motor vehicle inspection fees was $300,000. The actual revenue received was $290,706.75, a reduction of $9,293.25.

The revenue anticipated by the Gas Tax Division from the tax on motor fuels was $12,000,000. The actual revenue received was $14,541,457.32, an increase of $2,541,457.32.

The anticipated revenue from Bus Excise Tax was $112,000. The actual revenue received was $93,820.62, a reduction of $18,179.38.

The anticipated revenue from the Federal Government on a 50% basis was $1,300,000. No allotment was received, resulting in a reduction of this amount ($1,300,000.).

The anticipated revenue from Miscellaneous Sources was $300,000. The actual revenue, including depreciation charges to operating accounts (Contra), was $500,630.24, an increase of $200,630.24.

The total of these adjustments increased the revenue available for the year by $6,890,360.60, resulting in a total of $34,935,675.88 available for appropriation.

Appropriations

The total appropriations originally made amount to $28,045,315.28. This amount was increased by an additional appropriation to the Department of Institutions and Agencies (Chapter #133, P. L. 1943) of $32,000.00, making the total for the year 1943, $28,077,315.28.

Of the total amount appropriated in the year 1943 from the State Highway Fund ($28,077,315.28) $5,290,098.25 was appropriated for Debt Service, $9,885,000.00 was appropriated as Aid to Counties and Municipalities, $7,304,098.37 was appropriated to the State Highway Department, and the balance, $5,598,118.66, was appropriated to the Motor Vehicle Department, Motor Fuel Tax Division, Department of State Police, Board of Commerce & Navigation, Delaware River Joint Toll Bridge Commission, State Employees' Retirement System, Delaware & Raritan Canal Commission, Compensation Awards (other than State Highway), Teachers' Pension and Annuity Fund and the Department of Institutions and Agencies.

Unappropriated Balance

The increase in revenues available for the year, $6,890,360.60, less the increase in appropriations, $32,000, resulted in a surplus of $6,858,360.60 as of December 31, 1943. This, together with the amount reserved against declining revenues, $2,869,962.32, resulted in an unappropriated balance of $9,728,322.92 as of December 31, 1943.

Federal Aid (Special Allotments)

In addition to the funds becoming available to the State Highway Department by State appropriation, the Federal Government allotted $429,225.13 to Federal Defense Access Projects to be constructed under the supervision of the State Highway Department, the Government to pay 100% of the cost.

General

Schedule "A" of this report states the revised revenues and appropriations of the State Highway Fund as of the close of the fiscal year, December 31, 1943.

Schedule "B" gives the status of all appropriations administered by the State Highway Department. It sets forth the Outstanding Contracts and Commitments forwarded as of January 1, 1943, the Unexpended Balance of Appropriations as of January 1, 1943, the Appropriations made available to the Department during the year 1943 and the Allocation of these funds for the year 1943 together with the expenditure made from them, the Outstanding Contracts and Commitments as of December 31, 1943 and the Unexpended Balance of Appropriations as of December 31, 1943.

Schedule "C" is a statement of the Assets and Liabilities of the State Highway Fund as of December 31, 1943, giving the comparison as of the same date the previous year.

The balance of the schedules of this report contain the supporting detail of expenditures and commitments set forth in total on Schedule "B".

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STATE HIGHWAY DEPARTMENT REPORT
YEAR - 1943

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* * * * * * * * *

M. L. HOWELL
CHIEF AUDITOR AND ACCOUNTANT

Schedule "A"

State of New Jersey
State Highway Department
Statement of Revenues and Appropriations

Year - 1943

Anticipated Revenue of the State Highway Fund:		
Unappropriated Balance forward from Previous Year		$ 3,122,071.33
Motor Vehicle Fees, Fines, etc.		19,453,674.34
" " Inspection Fees		290,706.75
Tax on Motor Fuels		14,541,457.32
Bus Excise Tax		93,820.62
Federal Aid		0
Miscellaneous Revenue		500,630.24
Total Estimated Revenue		$38,002,360.60
Bal. of 1942 Const. Program, Chap. #107		5,433,597.06
" " WPA Program, Chapter #107		150,776.72
" " 1942 Maintenance		950,769.08
		$44,537,503.46
Less: Transfers		
Amounts Transferred to State Fund for:		
General Purpose	$ 275,000.00	
General & Educational Deficiencies	2,841,865.26	
Defense Purpose	365,000.00	
Salary Adjustments of employees paid from State Fund	2,500,000.00	
Salary Adjustments of employees paid from Highway Fund	750,000.00	6,731,865.26
Total Revenue and Balance Available for Appropriations		$37,805,638.20

Appropriations for Year 1943

State Treasurer Debt Service:		
State Highway Bonds	$4,761,248.25	
Institution & Agency Bonds	528,850.00	$ 5,290,098.25
County Aid		6,735,000.00
Township Aid		3,150,000.00
State Highway Department:		
Const. & Purch. of Right of Way State Highway:		
Federal Aid (Matched Money)	$2,000,000.00	
Claims	2,886.03	
Maint. of State Hwy. System	2,850,000.00	
Operation of Bridges	325,000.00	
Elec. Instal. & Maint. (Lights)	410,000.00	
Inst. Rds. & Approaches	162,500.00	
Plant & Equipment	66,000.00	
Adm.,Engr.,Insp.,& Administrative Cost of Acquiring Right of Way	1,487,712.34	$ 7,304,098.37

(Forward)

Schedule "A"

State of New Jersey
State Highway Department
Statement of Revenues and Appropriations
(2)
Year - 1943

Appropriations for Year 1943
(Contd.)

Motor Vehicle Department	$ 1,741,956.17
Motor Fuel Tax Division	227,710.00
Department of State Police	796,330.34
Board of Commerce & Navigation	498,000.00
Delaware River Joint Toll Bridge Commission	61,708.00
State Employees Retirement System	134,713.00
Delaware & Raritan Canal Commission	13,000.00
Compensation Awards (other than Highway Dept.)	5,000.00
Teachers Pension & Annuity Fund	2,087,701.15
Dept. of Institutions & Agencies (Chap.#133,P.L.1943)	32,000.00
Total -	$28,077,315.28
Reserve against declining revenue or to meet expenditures of an emergency nature	$ 2,869,962.32
Surplus	6,858,360.60
TOTAL -	$37,805,638.20

Schedule "B"

State of New Jersey
State Highway Department
Status of Appropriations as of December 31, 1943

Classification of Expenditures:	Outstanding Contracts & Commitments Jan.1,1943	Balance of Approps. Jan.1,1943	Appropriations Year 1943	Transfers		Allocation of Funds Year 1943	Disbursements to Dec.31, 1943	Outstanding Contracts & Commitments Dec.31,1943	Balance of Appropriations Dec. 31, 1943
				From	To				
Construction of State Highway System:									
Road Construction	$ 2,619,073.98	$ 0	$ 0	$ 197,087.55(A)	$ 0	$ 2,421,986.43	$ 1,418,957.40	$ 1,003,029.03	$ 0
Br. & Grade Crossing Contracts	1,977,585.40	0	0	62,579.40(A)	0	1,915,006.00	805,676.31	1,109,329.69	0
Purchase of Right of Way	4,556,138.02	0	0	0	555,000.00	5,111,138.02	708,537.95	4,402,600.07	0
Balance of Construction Program:									
Motor Vehicle Fees, etc.	0	5,336,678.09	0	5,433,597.06(B)	195,813.67(A)	98,894.70	0	0	98,894.70
Federal Aid (Matched Money)	0	5,672,190.19	2,000,000.00	95,292.50	7,219.14(A)	7,584,116.83	0	0	7,584,116.83
Const.Rt.25,Sec.A,Rd.Br.& R/W	0	1,000,000.00	0	0	0	1,000,000.00	217,703.48	24,896.18	757,400.34
Claims	5,211.20	29.34	2,886.03	0	0	8,126.57	8,097.23	0	29.34
Bond Fund	0	1,000,195.44	0	555,000.00	56,634.14(A)	501,829.58	0	0	501,829.58
TOTAL STATE HIGHWAY CONSTRUCTION FUNDS	$ 9,158,008.60	$13,009,093.06	$ 2,002,886.03	$6,343,556.51	$ 814,666.95	$18,641,098.13	$ 3,158,972.37	$ 6,539,854.97	$ 8,942,270.79
W.P.A. Sponsor's Share-State Hwy.Projs.	$ 305,489.32	$ 150,897.15	$ 0	$ 218,771.37 150,776.72(B)	$ 0	$ 86,838.38	$ 83,882.15	$ 0	$ 2,956.23
Maint. of State Highway System:- Roads & Bridges	925,254.07	954,302.91	2,850,000.00	950,769.08(B)	418,771.37	4,197,559.27	3,077,707.74	777,212.02	342,639.51
State Hwy.Lighting & Op. of Bridges:									
Electrical Installation & Maint.	213,759.62	246,929.55	410,000.00	0	0	870,689.17	501,185.22	224,397.59	145,106.36
Operation of Bridges	6,942.10	73,983.56	325,000.00	0	0	405,925.66	373,760.70	4,530.00	27,634.96
Purchase of Plant & Equipment	148,013.94	63,520.50	66,000.00	0	0	277,534.44	62,661.89	136,647.59	78,224.96
Admin.,Engr.,Insp., and Administrative Cost of Acquiring Right of Way	0	551,630.38	1,487,712.34	200,000.00	0	1,839,342.72	1,638,065.78	56,500.00	144,776.94
TOTAL -	$ 1,599,459.05	$ 2,041,264.05	$ 5,138,712.34	$1,520,317.17	$ 418,771.37	$ 7,677,889.64	$ 5,737,263.48	$1,199,287.20	$ 741,338.96
Miscellaneous Projects:									
Instl. Roads & Approaches	$ 45,904.98	$ 0	$ 162,500.00	$ 0	$ 0	$ 208,404.98	$ 118,378.18	$ 90,026.80	$ 0
1942 Appropriations Cancelled, Chapter #107, P. L. 1943	0	0	0	0	6,535,142.86(B)	0	0	0	0
TOTAL -	$ 45,904.98	$ 0	$ 162,500.00	$ 0	$6,535,142.86	$ 208,404.98	$ 118,378.18	$ 90,026.80	$ 0
TOTAL (DEPARTMENTAL APPROPRIATIONS)	$10,803,372.63	$15,050,357.11	$ 7,304,098.37	$7,863,873.68	$7,768,581.18	$26,527,392.75	$ 9,014,614.03	$ 7,829,168.97	$ 9,683,609.75
Statutory Increase	0	0	362,000.00	0	0	362,000.00	342,716.89	0	19,283.11
War Adjustment	0	0	183,500.00	0	0	183,500.00	172,648.81	0	10,851.19
Improvement of Water Reservoirs (Chapter #133,P.L. 1943)	0	0	14,643.00(C) 32,000.00	0	0	46,643.00	34,558.55	12,084.45	0
County and Township Aid(Mandatory)									
County Aid:	$ 1,378,151.12	$ 0	$ 6,735,000.00	$ 912.15 241,283.14	$ 0	$ 7,870,955.83	$ 6,624,777.32	$ 1,246,178.51	$ 0
Township Aid:									
Construction	2,329,118.52	0	2,625,000.00	1,646,829.00	0	3,307,289.52	1,488,510.51	1,818,779.01	0
Maintenance	606,295.27	0	525,000.00	107,549.31	0	1,023,745.96	336,828.91	686,917.05	0
State Aid to County Appropriations: (Chapter #395,P.L.1912)	12,789.03	0	0	12,789.03	0	0	0	0	0
State Treasurer's Investment Account	0	0	0	0	2,008,450.48	2,008,450.48	0	2,008,450.48	0
TOTAL(COUNTY & TWP.AID APPROPRIATIONS)	$ 4,326,353.94	$ 0	$ 9,885,000.00	$2,009,362.63	$2,008,450.48	$14,210,441.79	$ 8,450,116.74	$ 6,760,325.05	$ 0
Federal Aid (Special Allotments):									
Grade CrossingProj.W.P.G.(100%)	$ 0	$ 19,050.80	$ 0	$ 0	$ 0	$ 19,050.80	$ 0	$ 0	$ 19,050.80
" " Hazards (100%)	252,401.33	1,161,494.91	0	30,981.33(F)	0	1,382,914.91	112,879.91	82,577.31	1,187,457.69
Secondary & Feeder Rds.(50%)	178,838.69	552,644.30	1,711.42(E)	11,455.67(F)	912.15	719,228.05	40,481.89	122,845.19	555,900.97
Federal Defense AccessProjs.(100%)	2,704,601.45	340,149.89(D)	429,225.13	1,088.31(F)	0	3,472,888.16	2,402,341.38	949,606.78	120,940.00
AdvanceEngr.Studies Rt.#100(50%)	127,368.00	0	0	0	0	127,368.00	0	127,368.00	0
Strategic Highway Network (75%)	7,517.00	313,644.00	0	0	95,292.50	416,453.50	201,088.33	207,598.67	7,766.50
Miscellaneous Receipts	0	0	0	0	43,525.31(F)	0	0	0	0
TOTAL(FEDERAL AID SPECIAL ALLOTMENTS)	$ 3,270,726.47	$ 2,386,983.90	$ 427,513.71	$ 43,525.31	$ 139,729.96	$ 6,137,903.42	$ 2,756,791.51	$ 1,489,995.95	$ 1,891,115.96
GRAND TOTAL -	$18,400,453.04	$17,437,341.01	$18,205,755.08	$9,916,761.62	$9,916,761.62	$47,467,880.96	$20,771,446.53	$15,091,574.42	$11,604,860.01

(A) Savings on Completed Contracts.
(B) 1942 Appropriations Cancelled, Chap.#107,P.L. 1943 for Re-appropriation
(C) Transferred from the Dept. of Institutions and Agencies.
(D) 1942 Allotment reduced $8,724.11 in 1943.
(E) Amount returned to Municipalities.
(F) Amount Received from Federal Funds for State Engr.& Insp.Services.Transferred to Misc.Receipts.

Schedule "C"

State of New Jersey
State Highway Department
Statement of Total Assets & Liabilities
Years Ending Dec. 31, 1942 & Dec. 31, 1943

ASSETS

	Dec. 31, 1942	Dec. 31, 1943
Cash Balance	$ 12,954,740.21	$ 13,655,424.95
Cash Due from Motor Vehicle Dept. & Gas Tax Division Account of 1942 & 1943 Collections	1,766,097.40	1,889,970.45
Federal Aid Allot. Regular 50% - 50%	3,410,690.47	2,383,444.50
" " " Natl. Ind. Recov. Fund	3,328.09	3,328.09
1930 Bond Issue Authorized	11,178,900.00	11,178,900.00
Undistributed Material	448,398.84	346,678.36
Plant & Equipment	1,361,545.62	1,255,354.15
Loan to Port of New York Authority, Chapter #121, P. L. 1940	4,300,000.00	4,300,000.00
Prepaid Insurance	0	76,779.90
TOTALS -	$ 35,423,700.63	$ 35,089,880.40

LIABILITIES

	Dec. 31, 1942	Dec. 31, 1943
Road Contracts	$ 2,619,073.98	$ 1,003,029.03
Bridge "	1,977,585.40	1,109,329.69
Claims	5,240.54	29.34
W.P.A. Sponsor's State Share:		
Projects in Work	305,489.32	0
Balance of Appropriation	150,897.15	2,956.23
Purchase of Right of Way	4,556,138.02	4,402,600.07
Balance of Construction Appropriation:		
Motor Vehicle Fees, etc.	5,336,678.09	98,894.70
Federal Aid Matched Money	5,672,190.19	7,584,116.83
Bond Fund	1,000,195.44	501,829.58
Rt. #25, Road, Bridge, Right of Way Contracts	0	24,896.18
" " " " " " " Balance Approp.	1,000,000.00	757,400.34
Allotment to Counties for Maint., Const., Reconst. of Rds. & Bridges, Bonds & Int., Police & Lighting, etc.	1,378,151.12	1,246,178.51
Allotment to Townships & Boroughs for Construction of Roads & Bridges	2,329,118.52	1,818,779.01
Allotment to Townships & Boroughs for Maintenance of Roads & Bridges	606,295.27	686,917.05
State Treasurer's Investment Account	0	2,008,450.48
Allotment for Purchase of Plant & Equipment	211,534.44	214,872.55
" " Maintenance of Highways, Roads & Bridges	1,879,556.98	1,119,851.53
" " Lighting of State Highway System & Operation of Bridges:		
Electrical Installation & Maintenance	460,689.17	369,503.95
Operation of Draw Bridges	80,925.66	32,164.96
Allotment for Approaches to Public Institutions	45,904.98	90,026.80
State Aid Appropriations (Chap.#395, P.L. 1911)	12,789.03	0
Surplus Investment in Plant & Equipment	1,361,545.62	1,255,354.15
Reserved to Motor Fuel Tax Dept. for Unpaid Gas Tax Refund Claims	650,000.00	650,000.00
Allotment Township of Galloway	110,000.00	110,000.00
Allotment for Admin., Engr., Inspec. & Cost of Acquiring Right of Way	551,630.38	201,276.94
Statutory Increase	0	19,283.11
War Adjustment	0	10,851.19
Improvement of Water Reservoirs (Chap. #133, P. L. 1943)	0	12,084.45
Compensation Awards (Other than Highway Dept.)	0	4,924.00
Salary Adjustments Paid from Highway Fund	0	25,956.81
Unappropriated Balance	3,122,071.33	9,728,322.92
	$ 35,423,700.63	$ 35,089,880.40

Schedule #1

Expenditures and Commitments
Projects Previous to - 1943

ROAD								PROJECTS							
Rt.	Sec.	Local Name	Length in Miles	Type	Contract Bal.Owing Jan.1,1943	Contingencies Jan.1,1943	Total	Adjustment of Contingencies On	Adjustment of Contingencies Off	Total	Expenditures to Dec.31, 1943	Balance of Commitments Dec.31,1943	% Completion 12-31-43	Date of Commencement	Date of Completion
4	1B	So. Amboy - Cheesequake	2.761	9" R.C.	$ 35,181.61	$ 20,382.23	$ 55,563.34	$ 0	$ 20,691.03	$ 34,872.81	$ 34,872.81	$ 0	100	7-15-41	10-9-42
4	7	Passaic Riv. Br. Appro.	.623	9" R.C.	1,042.81	0	1,042.81	0	0	1,042.81	0	1,042.81	100	9-23-30	7-5-32
4&35	11B	Gr.Separation at Oak St. Sayreville	.216	Pen.M.	32,110.63	1,059.73	33,170.36	0	27,337.14	5,833.22	0	5,833.22	44	2-15-42	Cont. Abandoned
6	9A	Union Ave. to Valley Rd. (Pav.)	2.618	8" P.M.	457,459.34	46,510.43	503,969.77	0	0	503,969.77	389,955.08	114,014.69	96	10-30-42	6-1-44*
6	16	B'dway & Jersey Ave.-Conn. Brooklawn &GloucesterCity	2.058	10"P.C.	308,769.52	30,860.48	339,630.00	0	0	339,630.00	200,000.00(D) 74,392.75	65,237.25	100	1-12-43	12-8-43
18	1	Old Bridge to Rt. 4	4.274	Gr.&Grav.	169,547.38	14,729.53	184,276.91	0	153,932.60	30,344.31	30,344.31	0	52	1-20-42	(A)
S24	1	Elmora Ave.-StuyvesantAve.	3.187	9" R.C.	380.46	0	380.46	0	0	380.46	0	380.46	100	8-24-31	10-26-32
28	22A	Lebanon Relocation(Annandale-VanSyckles Cor.)(Pav.)	2.846	10"R.C.	190,133.44	22,391.36	212,524.80	0	0	212,524.80	111,462.46	101,062.34	100	4-6-42	11-5-43
28	23	Clinton Pt. to C.R.R.Br. at Annandale	1.752	Grade	163,539.84	13,114.75	176,654.59	0	0	176,654.59	0	176,654.59	68	2-11-41	(B)
28	24A&25A	White House Relocation	1.782	10" R.C.	33,079.72	15,070.14	48,149.86	0	8,660.33	39,489.53	39,489.53	0	100	3-16-42	11-20-42
28	25B&26A	North Branch Relocation	2.2	10" R.C.	116,519.97	17,089.05	133,609.02	0	41,747.29	91,861.73	91,861.73	0	100	3-23-42	6-16-43
S31	3	Branchville-Culvers Lake	1.296	9" R.C.	2,286.84	908.61	3,195.45	0	0	3,195.45	0	3,195.45	100	3-2-28	6-15-39
33&35	1A	Pav.Sec.2 & Grading,Andersons Cor.to Rt.35,Traffic Circle	3.766	9" R.C.	3,500.00	0	3,500.00	0	0	3,500.00	3,500.00	0	100	10-3-41	9-2-42
35	38A	Morgan to Lawrence Harbor	1.269	9" R.C.	298,772.92	24,658.44	323,431.36	0	0	323,431.36	179,281.24	144,150.12	83	12-26-41	5-1-44*
39	1C&2A	Bordentown to MansfieldSq.	2.21	Pl.C.	432,124.61	30,116.94	462,241.55	0	0	462,241.55	289,530.58	172,710.97	97	9-8-42	6-1-44*
41	1	Fairview-Runnemede	4.96	8" R.C.	280.70	0	280.70	0	0	280.70	0	280.70	100	12-6-27	8-6-28
44	8	Bridgeport By-pass	.961	9" R.C.	500.00	7,219.14	7,719.14	0	7,219.14	500.00	500.00	0	100	6-23-39	1-15-41
44	9	Westville to Pierces Cor.	3.203	Grade	62,297.69	10,985.74	73,283.43	0	0	73,283.43	0	73,283.43	100	2-3-41	11-24-41
44	9	Installation of Wells at Varga	-	-	5,136.75	513.67	5,650.42	0	451.54	5,198.88	5,198.88	0	100	1-5-43	2-26-43
45	-	Approaches to Newton Creek Bridge	-	-	1,561.40	0	1,561.40	0	0	1,561.40	1,561.40	0	100	1-5-42	8-20-42
45/47	-	Big Timber Creek Approach	-	-	4,218.35	1,031.69	5,250.04	0	71.26	5,178.78	5,178.78	0	100	1-5-42	10-6-42
56	1	Beach Thorofare Br. Appro.	-	-	113,190.40	6,576.40	119,766.80	0	0	119,766.80	33,482.86	86,283.94	52	2-3-42	(C)
		Public Utility Rearrangements			65,754.64	0	65,754.64	100.00	0	65,854.64	12,435.59	53,419.05	-	-	-
		State-Wide Highway Planning			40,965.58	0	40,965.58	0	0	40,965.58	35,485.57	5,480.01	-	-	-
		Total Forwarded -			$2,538,354.60	$263,218.33	$2,801,572.93	$ 100.00	$260,110.33	$2,541,562.60	$1,338,533.57	$1,003,029.03			

* Date of Completion estimated on number of working days specified in the Contract.
(A) Work stopped by the War Production Board, 4-30-43
(B) Contract in default. Bonding Company will be called upon to complete the project.
(C) Work suspended until a later date.
(D) $200,000.00 is provided from Maintenance Funds in lieu of Maintenance and the expenditure is shown in the Maintenance Div. Statements.

Schedule #2

Expenditures and Commitments
Projects Previous to - 1943
(2)

		ROAD							PROJECTS			
Rt.	Sec.	Local Name	Length in Miles	Type	Contract Bal.Owing Jan.1,1943	Contingencies Jan.1,1943	Total	Adjustment of Contingencies On	Off	Total	Expenditures to Dec.31, 1943	Balance of Commitments Dec.31,1943
Totals Brought Forward					$2,538,354.60	$263,218.33	$2,801,572.93	$ 100.00	$260,110.33	$2,541,562.60	$1,338,533.57	$1,003,029.03
Construction by Maintenance												
4	45	Approaches to Bridge at Inland Waterway	-	Mac.	0	0	0	6,909.43	0	6,909.43	6,909.43	0
18	1	Old Bridge to Rt. 4	-	Beautif.	2,043.77	0	2,043.77	0	2,043.77	0	0	0
25	2D,3D	Pennsauken & Camden	-	Rem.Trees	3,040.30	0	3,040.30	0	3,040.30	0	0	0
25	26	Robbinsville-Hightstown	-	Curbs	0	0	0	55.71	0	55.71	55.71	0
28	23	Annandale	-	Drains,etc.	1,373.52	0	1,373.52	1,414.32	0	2,787.84	2,787.84	0
31	6	Bedminster - Gladstone	-	" "	1,074.88	0	1,074.88	0	1,074.88	0	0	0
39	1B,10A	Mile Hollow Underpass	-	Const.	9,968.58	0	9,968.58	7,572.66	0	17,541.24	17,541.24	0
S41	3A,4B	Cooper Rd. to Rt. 43	-	MovePav't.	0	0	0	1,874.40	0	1,874.40	1,874.40	0
4&35	11B	Gr.Separation(Oak St.)	-	Const.	0	0	0	39,674.70	0	39,674.70	39,674.70	0
24	22	Metz Property	-	Fill	0	0	0	100.00	.07	99.93	99.93	0
28	24A,25A	Shirley Property	-	Drains	0	0	0	215.55	47.09	168.46	168.46	0
28	25	McHose Property	-	"	0	0	0	2,638.05	0	2,638.05	2,638.05	0
54	1A	Rt.42 & 54 at Folsom	-	Pav.1stStage	0	0	0	6,628.34	0	6,628.34	6,628.34	0
24N	1	Phillipsburg	-	Fill	0	0	0	1,708.40	0	1,708.40	1,708.40	0
		Construction by Agreement	-	-	0	0	0	337.33	0	337.33	337.33	0
		TOTAL FOR ROAD PROJECTS			$2,555,855.65	$263,218.33	$2,819,073.98	$69,228.89	$266,316.44	$2,621,986.43	$1,418,957.40	$1,003,029.03

Analysis of Expenditures and Commitments
By Funds
For the Period Ending Dec. 31st, 1943

Funds	Total	Expenditures	Commitments
Regular Federal Aid, Matched Money	$ 1,150,502.35	$ 789,863.98	$ 360,638.37
Gas Tax, Motor Vehicle Fees, Fines, etc.	1,271,484.08	629,093.42	642,390.66
TOTAL-	$ 2,421,986.43	$ 1,418,957.40	$ 1,003,029.03

Expenditures and Commitments
Projects Previous to - 1943

BRIDGE

PROJECTS

Rt.	Sec.	Local Name	Contract Bal. Owing Jan.1,1943	Contingencies Jan.1,1943	Total	Adjustment of Contingencies On	Adjustment of Contingencies Off	Total	Expenditures to Dec.31,1943	Balance of Commitments Dec.31,1943	% Completion 12-31-43	Date of Commencement	Date of Completion
S3	1	Viaduct over Berry's Creek & Erie R. R. Bridge	$ 510,517.23	$ 34,476.97	$ 544, 994.20	$ 0	$ 0	$ 544,994.20	$219,991.46	$ 325,002.74	61	3-27-42	8-15-44*
4	1B	Bordentown Ave.	4,933.06	2,321.11	7,254.17	0	2,321.11	4,933.06	4,933.06	0	100	8-28-41	10-9-42
4 & 35	11B	Gr.Separation, Oak St.,Sayreville	26,452.85	3,305.26	29,758.11	0	24,982.37	4,775.74	0	4,775.74	66	3-10-42	3-29-43(1)
10	A&B	Hackensack River Bridge	8,520.48	6,634.14	15,154.62	0	6,634.14	8,520.48	8,520.48	0	100	11-4-29	10-18-32
18	1	Deep Run Bridge	2,480.49	381.88	2,862.37	0	381.88	2,480.49	2,480.49	0	100	1-22-42	7-16-42
25	30	Passaic River Br. Removal	8,775.32	3,064.58	11,839.90	21,935.42	0	33,775.32	33,775.32	0	100	3-12-41	1-22-42
28	22A	Lebanon Relocation	9,234.10	2,376.67	11,610.77	0	0	11,610.77	5,695.18	5,915.59	100	4-14-42	4-16-43
28	23	Beaver Brook Br. in Rd. Contract	6,267.17	0	6,267.17	0	0	6,267.17	0	6,267.17	100	4-28-41	12-11-41
28	25&26	Overpass at Station Road & North Branch of Raritan River	32,769.46	10,200.09	42,969.55	0	10,200.09	32,769.46	32,769.46	0	100	2-2-42	6-3-43
S31	3	Branchville - Culvers Lake	250.00	769.77	1,019.77	0	0	1,019.77	0	1,019.77	100	3-10-38	5-30-39
35	38	Cheesequake Creek Bridge	269,454.26	47,560.03	317,014.29	0	6,938.59	310,075.70	154,127.10	155,948.60	98	11-10-41	12-29-43(2)
35	38	Overpass at N.Y. & Long Branch R.R.	108,607.00	5,430.35	114,037.35	0	6,979.65	107,057.70	107,057.70	0	100	3-1-43	10-21-43
39	1C&2A	Black's Creek	96,403.86	6,767.51	103,171.37	0	0	103,171.37	77,660.94	25,510.43	100	10-13-42	11-10-43
44	9	Hessian Run Br. in Rd. Contract	2,108.66	4,258.84	6,367.50	0	0	6,367.50	0	6,367.50	100	6-21-41	12-10-41
45	-	Newton Creek Bridge	6,861.27	0	6,861.27	0	0	6,861.27	6,861.27	0	100	1-5-42	8-19-42
45&47	-	Big Timber Creek Bridge	4,479.50	903.68	5,383.18	0	903.68	4,479.50	4,479.50	0	100	2-10-42	10-6-42
54	1	Overpass at Rt. 42, Folsom	6,899.09	3,136.43	10,035.52	0	2,843.68	7,191.84	7,191.84	0	100	3-2-42	5-11-43
56	1	Beach Thorofare & Venice Lagoon Bridges	688,914.55	52,069.74	740,984.29	0	1,820.25	739,164.04	160,641.89	578,522.15	48	1-22-42	Work Suspended
10	-	Hackensack River Bridge	0	0	0	29,401.70	0	29,401.70	29,401.70	0	-	-	- (3)
25	-	" " "	0	0	0	0	79,401.70	79,401.70**	79,401.70**	0	-	-	- (3)
56	1	Beach Thorofare, etc.(Insurance)	0	0	0	1,820.25	0	1,820.25	1,820.25	0	100	-	-
4&35	11B	Completion of Oak St. Overpass	0	0	0	19,122.37	1,017.07	18,105.30	18,105.30	0	100	8-9-43	11-31-43(1)
4&35	11B	" " " " " (Const. by Maint.)	0	0	0	9,565.07	0	9,565.07	9,565.07	0	100	-	-
		TOTAL BRIDGE PROJECTS -	$1,793,928.35	$183,657.05	$1,977,585.40	$ 81,844.81	$144,424.21	$1,915,006.00	$805,676.31	$1,109,329.69			

Analysis of Expenditures and Commitments
By Funds
For the Period Ending Dec. 31, 1943

Funds	Total	Expenditures	Commitments
Bond	$ 41,479.52 **	$ 41,479.52 **	$ 0
Regular Federal Aid Matched Money	104,191.14	77,660.94	26,530.20
Gas Tax, Motor Vehicle Fines, etc.	1,852,294.38	769,494.89	1,082,799.49
TOTAL -	$1,915,006.00	$ 805,676.31	$1,109,329.69

(1) Contract Abandoned and Relet.
(2) Project completed with exception of Gunite and light standards which will need be deferred until after the War.
(3) Adjustment of Claim with Public Service Coordinated Transport
* Date of Completion estimated on number of Working Days specified in the Contract.
** Red Figure (Credit.)

Schedule #4

Construction of Route #25, Sec. #A
Roads, Bridges and Purchase of Right of Way
Appropriation of $1,000,000.00 - Authorized 1941

Rt.	Sec.	Local Name	1943 Contract Amount	1943 Contingencies	Total	Adjustment of Contingencies		Total	Expenditures to Dec. 31,1943	Balance of Commitments Dec. 31,1943	% of Completion Dec. 31, 1943	Date of Commencement	Date of Completion
						On	Off						
25	A	Detour, Hudson & Manhattan Br.	$	$	$	$	$	$	$	$			
		Roadway Construction	39,733.71	1,986.68	41,720.39	0	843.02	40,877.37	40,877.37	0	100	1-26-43	6-5-43
		Bridge Construction	167,160.35	8,358.02	175,518.37	0	6,938.46	168,579.91	168,579.91	0	100	1-25-43	6-17-43
		Three Year Rental, P.R.R.Co.	19,500.00	0	19,500.00	0	0	19,500.00	6,500.00	13,000.00	-	-	-
		Force Acct., Penn. R.R. Co.	9,000.00	0	9,000.00	0	0	9,000.00	0	9,000.00	-	-	-
		Force Acct.,N.J.Bell Tel.Co.	642.38	0	642.38	0	0	642.38	642.38	0	-	-	-
		" " Elec. Div.	4,000.00	0	4,000.00	0	0	4,000.00	1,103.82	2,896.18	-	-	-
		Total -	$240,036.44	$10,344.70	$250,381.14	$ 0	$7,781.48	$242,599.66	$217,703.48	$ 24,896.18			
		Balance of Funds Available			$757,400.34								

Purchase of Right of Way
Statement of Expenditures and Commitments

Rt.	Sec.	Balance of Commitments Jan. 1,1943	1 9 4 3 Commit-ments	Total	Adjustment of Commitments		Total	Expenditures to Dec. 31,1943	Balance of Commitments Dec. 31,1943
					On	Off			
1	Bergen Tpk.	$ 6,000.00	$ 0	$ 6,000.00	$	$	$ 6,000.00	$ 5,443.63	$ 556.37
1	1	4,075.00	0	4,075.00	0	0	4,075.00	0	4,075.00
1	Pt. Lookout	600.00	0	600.00	0	0	600.00	0	600.00
1	4D	44,133.17	0	44,133.17	0	5,883.09	38,250.08	0	38,250.08
1	9	3,535.29	0	3,535.29	0	0	3,535.29	0	3,535.29
S1A	2A)								
1	7)	70.00	0	70.00	0	0	70.00	0	70.00
1	3)								
2	1)	3,503.00	0	3,503.00	0	0	3,503.00	0	3,503.00
S1	2	800.00	0	800.00	0	0	800.00	0	800.00
1,4,6	6	8,516.88	0	8,516.88	0	4,516.88	4,000.00	38.19 *	4,038.19
2	6	2,100.00	0	2,100.00	0	0	2,100.00	0	2,100.00
2	7	185.00	0	185.00	0	0	185.00	0	185.00
2	8	800.00	0	800.00	0	800.00	0	0	0
2	9	1,600.00	0	1,600.00	0	0	1,600.00	0	1,600.00
3	1B & 2D	0	125,000.00	125,000.00	0	0	125,000.00	0	125,000.00
3	2	2,994.02	0	2,994.02	0	0	2,994.02	0	2,994.02
3	3	1,300.00	0	1,300.00	0	50.00	1,250.00	50.00	1,200.00
3	4	50.00	0	50.00	0	50.00	0	0	0
3	4A	321.60	0	321.50	0	0	321.60	0	321.60
3	5	10,000.00	0	10,000.00	0	0	10,000.00	0	10,000.00
Old 3	10	1,150.00	0	1,150.00	0	0	1,150.00	0	1,150.00
Old 3	13	2,646.14	0	2,646.14	150.00	0	2,796.14	244.11	2,552.03
S3	1	49,976.16	0	49,976.16	0	13,761.49	36,214.67	0	36,214.67
S3	3	150,502.95	0	150,502.95	0	0	150,502.95	11,823.89	138,679.06
S3	4	0	0	0	375.00	0	375.00	375.00	0
S3	5	1,400,000.00	0	1,400,000.00	0	0	1,400,000.00	313,577.05	1,086,422.95
4	1	2,250.00	0	2,250.00	0	2,250.00	0	0	0
4	1 Conn.Somers Pt.	19,112.68	0	19,112.68	0	3,442.00	15,670.68	9,732.09	5,938.59
4	Union - Rahway	13,227.70	0	13,227.70	6,459.30	0	19,687.00	0	19,687.00
4	3	4,000.00	0	4,000.00	0	0	4,000.00	0	4,000.00
4	5	650.00	0	650.00	0	0	650.00	0	650.00
4	9	85.00	0	85.00	0	50.00	35.00	0	35.00
Old 4N	10A	500.00	0	500.00	0	211.44	288.56	288.56	0
Old 4	15	150.00	0	150.00	150.00	150.00	150.00	0	150.00
Old 4	18A	250.00	0	250.00	0	0	250.00	0	250.00
4	40	1,872.82	0	1,872.82	0	0	1,872.82	0	1,872.82
4	41	463.00	0	463.00	0	0	463.00	0	463.00
4 Reloc.	36	18.75	0	18.75	0	18.75	0	0	0
4	42	75.00	0	75.00	0	0	75.00	0	75.00
4	45	8,293.40	0	8,293.40	0	1.00	8,292.40	8,292.40	0
4 & 35	11B	2,763.00	0	2,763.00	0	0	2,763.00	1,674.85	1,088.15
S4 Ext.	1	250.00	0	250.00	0	50.00	200.00	0	200.00
S4B	1	8,707.81	0	8,707.81	7,500.00	0	16,207.81	0	16,207.81
S4B	2	7,958.54	0	7,958.54	0	0	7,958.54	0	7,958.54
S4B	3	269,400.00	0	269,400.00	0	0	269,400.00	0	269,400.00
S4	Outerbridge Crossing	1,000.00	0	1,000.00	0	1,000.00	0	0	0
5	16	300.00	0	300.00	0	0	300.00	25.00	275.00
5 & 6	2	20.00	0	20.00	0	0	20.00	0	20.00
6	3	475.00	0	475.00	0	0	475.00	0	475.00
6	6	25.00	0	25.00	0	0	25.00	0	25.00
6	8	25,096.11	0	25,096.11	0	6,976.07	18,120.04	0	18,120.04
6	9	29,632.00	0	29,632.00	20,000.00	0	49,632.00	9,274.00	40,358.00
6	10	6,000.00	0	6,000.00	0	0	6,000.00	0	6,000.00
6	12	125.00	0	125.00	0	0	125.00	0	125.00

Schedule #6

Purchase of Right of Way
Statement of Expenditures and Commitments

Rt.	Sec.	Balance of Commitments Jan. 1,1943	1943 Commitments	Total	Adjustment of Commitments		Total	Expenditures to Dec. 31,1943	Balance of Commitments Dec. 31,1943
					To	From			
6	12B	$ 25.00	$ 0	$ 25.00	$ 0	$ 0	$ 25.00	$ 25.00	$ 0
6	13	930.00	0	930.00	0	1,045.00	115.00*	670.00*	555.00
6	21	10,500.00	0	10,500.00	0	5,500.00	5,000.00	0	5,000.00
6	23	0	230,000.00	230,000.00	0	0	230,000.00	0	230,000.00
Old 6	9	850.00	0	850.00	0	0	850.00	400.00	450.00
7	1	482.65	0	482.65	0	482.65	0	0	0
Old 7	8	25.00	0	25.00	0	0	25.00	0	25.00
8	2	200.00	0	200.00	0	0	200.00	0	200.00
8	3	3,000.00	0	3,000.00	0	3,000.00	0	0	0
8	4	2,200.00	0	2,200.00	0	0	2,200.00	0	2,200.00
8	5	800.00	0	800.00	0	0	800.00	0	800.00
10	1	40.00	0	40.00	0	0	40.00	0	40.00
10	1B	0	0	0	0	750.00	750.00*	750.00*	0
10	3 C.L.	100,000.00	0	100,000.00	0	0	100,000.00	0	100,000.00
10	4	500.00	0	500.00	0	0	500.00	0	500.00
12	1	87.50	0	87.50	0	72.50	15.00	0	15.00
12	2	242.14	0	242.14	0	42.14	200.00	200.00	0
Old 17N	1	1,150.00	0	1,150.00	0	1,150.00	0	0	0
17S	1	150.00	0	150.00	0	0	150.00	0	150.00
18	1	41,510.83	0	41,510.83	0	375.00	41,135.83	23,721.57	17,414.26
18S	19	700.00	0	700.00	0	0	700.00	0	700.00
18 & 20 -		4,500.00	0	4,500.00	0	0	4,500.00	0	4,500.00
18S	16)	3,175.00	0	3,175.00	0	0	3,175.00	0	3,175.00
20	8)								
Old 20	1	215.00	0	215.00	0	0	215.00	0	215.00
20	5	150.00	0	150.00	0	0	150.00	0	150.00
20	6	550.00	0	550.00	0	0	550.00	0	550.00
20	7	7,300.00	0	7,300.00	0	0	7,300.00	0	7,300.00
21	2 & 3	35,000.00	0	35,000.00	34,870.52	60,783.45	9,087.07	125.00	8,962.07
21	2A	0	0	0	60,783.45	2,894.45	57,889.00	57,889.00	0
23	10	1,260.00	0	1,260.00	0	0	1,260.00	0	1,260.00
23	11	439.40	0	439.40	0	0	439.40	0	439.40
23	12	1,500.00	0	1,500.00	0	0	1,500.00	0	1,500.00
23	13	950.00	0	950.00	0	0	950.00	0	950.00
S24	1	2,300.00	0	2,300.00	0	0	2,300.00	0	2,300.00
24	22)	113,000.00	0	113,000.00	0	0	113,000.00	23,945.00	89,055.00
24N	1)								
25	1	3,858.00	0	3,858.00	0	0	3,858.00	0	3,858.00
25	3D, 1A	1,065.00	0	1,065.00	0	0	1,065.00	0	1,065.00
25	4	39,500.00	0	39,500.00	0	0	39,500.00	0	39,500.00
25	5	275.00	0	275.00	0	0	275.00	0	275.00
25	5B & 6B	2,925.00	0	2,925.00	0	1,920.00	1,005.00	0	1,005.00
25	7	83.00	0	83.00	0	0	83.00	0	83.00
25	10	450.00	0	450.00	0	0	450.00	0	450.00
25	11	125.00	0	125.00	0	0	125.00	0	125.00
25	12	350.00	0	350.00	0	0	350.00	0	350.00
25	29	28,913.30	0	28,913.30	0	28,200.00	713.30	0	713.30
25	32	258,464.31	0	258,464.31	28,897.59	0	287,361.90	23,035.00	264,326.90
25	33	2,601.93	0	2,601.93	0	0	2,601.93	0	2,601.93
25	34 W.	577,588.55	0	577,588.55	0	0	577,588.55	57,463.15	520,125.40
25 & 39 Circle		220.00	0	220.00	0	0	220.00	0	220.00
25 & S26 (1937) & (1917) Traffic Circle		8,650.00	0	8,650.00	0	0	8,650.00	0	8,650.00

Schedule #7

Purchase of Right of Way
Statement of Expenditures and Commitments

Rt.	Sec.	Balance of Commitments Jan. 1, 1943	1 9 4 3 Commit-ments	Total	Adjustment of Commitments To	From	Total	Expenditures to Dec. 31, 1943	Balance of Commitments Dec. 31, 1943
26	1	$ 892.80	$ 0	$ 892.80	$ 0	$ 0	$ 892.80	$ 0	$ 892.80
26	3	3,000.00	0	3,000.00	0	0	3,000.00	0	3,000.00
26	4	23.50	0	23.50	0	13.50	10.00	0	10.00
26	5)								
S26	1)	1,510.00	0	1,510.00	0	450.00	1,060.00	0	1,060.00
26	27 C.L.	300.00	0	300.00	0	0	300.00	0	300.00
28	22	14,269.75	0	14,269.75	3,500.00	0	17,769.75	0	17,769.75
28	23	52,801.00	0	52,801.00	0	0	52,801.00	856.66	51,944.34
28	24	13,608.19	0	13,608.19	0	0	13,608.19	0	13,608.19
28	25	23,463.15	0	23,463.15	0	6,919.87	16,543.28	13,387.29	3,155.99
28	26	1,537.60	0	1,537.60	0	0	1,537.60	0	1,537.60
28-24	C.L. 1)								
28-24	C.L. 2)	2,339.40	0	2,339.40	0	0	2,339.40	2,141.88	197.52
28,29,31	Jct.	100.00	0	100.00	0	0	100.00	0	100.00
28,29	Conn. 1 Ext.	26,608.00	0	26,608.00	0	0	26,608.00	3,300.00	23,308.00
29	2D	46,473.06	0	46,473.06	0	0	46,473.06	20,267.50	26,205.56
29	2E	5,936.90	0	5,936.90	0	0	5,936.90	0	5,936.90
29	3B, 1C, 2C	3,108.05	0	3,108.05	0	0	3,108.05	0	3,108.50
29	3C	35,000.00	0	35,000.00	0	0	35,000.00	0	35,000.00
29	4 W.	160.74	0	160.74	0	0	160.74	26.37	134.37
29	6	6,983.96	0	6,983.96	0	0	6,983.96	0	6,983.96
29	8W	50.00	0	50.00	0	0	50.00	0	50.00
29	9W	57.58	0	57.58	12.42	0	70.00	0	70.00
29A	1	465.00	0	465.00	0	0	465.00	0	465.00
29A	2	10,000.00	0	10,000.00	0	0	10,000.00	0	10,000.00
30	2A	0	0	0	3,300.00	0	3,300.00	3,300.00	0
30	5	100.00	0	100.00	0	100.00	0	0	0
30	7	750.00	0	750.00	0	0	750.00	0	750.00
30	9	25.00	0	25.00	0	0	25.00	0	25.00
31	3	3,060.00	0	3,060.00	0	0	3,060.00	0	3,060.00
31	5	925.00	0	925.00	0	0	925.00	0	925.00
31	7	3,750.00	0	3,750.00	0	0	3,750.00	0	3,750.00
31	11	4,232.34	0	4,232.34	0	0	4,232.34	0	4,232.34
S31	1	4,625.00	0	4,625.00	0	3,000.00	1,625.00	0	1,625.00
S31	3	1,112.65	0	1,112.65	0	0	1,112.65	0	1,112.65
S31	4	984.00	0	984.00	0	724.90	259.10	134.20	124.90
S31	5	150,000.00	0	150,000.00	0	0	150,000.00	7,745.00	142,255.00
33	3B, 3C	2,500.00	0	2,500.00	0	0	2,500.00	0	2,500.00
33,35	1 C.L.	3,465.81	0	3,465.81	0	0	3,465.81	556.20	2,909.61
34	1	12.00	0	12.00	0	0	12.00	0	12.00
34	2W	49,850.00	0	49,850.00	0	0	49,850.00	0	49,850.00
34	3W	6,323.36	0	6,323.36	0	0	6,323.36	0	6,323.36
34	4	1,083.00	0	1,083.00	0	0	1,083.00	200.00	883.00
34	6 & 7 Wid.	80,565.00	0	80,565.00	0	0	80,565.00	683.00	79,882.00
35	1	352.86	0	352.86	0	0	352.86	0	352.86
35-4N	1 Conn.	5,025.00	0	5,025.00	0	0	5,025.00	25.00	5,000.00
35	6	30.60	0	30.60	0	0	30.60	0	30.60
35	8A	800.37	0	800.37	0	0	800.37	200.00	600.37
35	10	100.00	0	100.00	0	0	100.00	0	100.00
35	Ext. 12, 13, 14	29,500.83	0	29,500.83	0	10,000.00	19,500.83	7,000.00	12,500.83
35	37	125.00	0	125.00	0	125.00	0	0	0
35	38	16,731.74	0	16,731.74	2,000.00	0	18,731.74	17,418.00	1,313.74
35 & 33	1	6,795.00	0	6,795.00	0	0	6,795.00	1,711.29	5,083.71

Schedule #8

Purchase of Right of Way
Statement of Expenditures and Commitments

Rt.	Sec.	Balance of Commitments Jan. 1,1943	1 9 4 3 Commit-ments	Total	Adjustment of Commitments To	Adjustment of Commitments From	Total	Expenditures to Dec. 31,1943	Balance of Commitments Dec. 31,1943
36	2	$ 300.00	$ 0	$ 300.00	$ 0	$ 300.00	$ 0	$ 0	$ 0
36	3	507.17	0	507.17	0	0	507.17	0	507.17
38 S41	1) 1B)	85.99	0	85.99	0	85.99	0	0	0
38	2	25.00	0	25.00	0	0	25.00	0	25.00
38	3	2,437.46	0	2,437.46	0	0	2,437.46	0	2,437.46
38	4	7,310.40	0	7,310.40	6,000.00	0	13,310.40	10,111.71	3,198.69
38	5	1,443.75	0	1,443.75	0	0	1,443.75	0	1,443.75
39	1A & 10	750.00	0	750.00	0	0	750.00	0	750.00
39	1A & 10 Tr.Circle	20,806.86	0	20,806.86	0	0	20,806.86	250.00	20,556.86
39	1C & 2A	38,385.00	0	38,385.00	0	0	38,385.00	26,035.00	12,350.00
39	2	48,158.80	0	48,158.80	0	0	48,158.80	0	48,158.80
39	3	120.00	0	120.00	0	0	120.00	0	120.00
39	4,5,6	2,000.00	0	2,000.00	0	0	2,000.00	0	2,000.00
39	8	47.00	0	47.00	0	47.00	0	0	0
40 37	1) 5)	36.31	0	36.31	0	3.00	33.31	16.67	16.64
40	2A	16,224.47	0	16,224.47	0	0	16,224.47	0	16,224.47
40	4A	25.00	0	25.00	0	0	25.00	25.00	0
40	5A	641.46	0	641.46	6.67	0	648.13	85.00	563.13
40	5B	64,720.90	0	64,720.90	0	0	64,720.90	7,790.70	56,930.20
40	6A	416.50	0	416.50	0	0	416.50	0	416.50
40	7	25.00	0	25.00	0	25.00	0	0	0
40	10 & 11	429.71	0	429.71	0	0	429.71	0	429.71
40	9	260.00	0	260.00	0	0	260.00	0	260.00
40	9W	0	0	0	3,442.00	0	3,442.00	3,442.00	0
S40	1	1,300.00	0	1,300.00	0	0	1,300.00	0	1,300.00
S40	2	885.00	0	885.00	0	0	885.00	0	885.00
S40	4	35.00	0	35.00	0	0	35.00	0	35.00
38 S41	41) Traffic Circle)	650.00	0	650.00	0	0	650.00	0	650.00
41	1	35.00	0	35.00	0	0	35.00	0	35.00
41	2	3,978.82	0	3,978.82	0	0	3,978.82	0	3,978.82
41	4	11,768.10	0	11,768.10	0	8,268.10	3,500.00	3,500.00	0
S41	1	858.00	0	858.00	720.00	0	1,578.00	720.00	858.00
S41	1A	1,600.00	0	1,600.00	0	1,600.00	0	0	0
S41	1A & Part 1	8,000.00	0	8,000.00	0	0	8,000.00	0	8,000.00
S41	2	7,650.00	0	7,650.00	0	0	7,650.00	0	7,650.00
S41	2A & 3A	205.50	0	205.50	1,060.00	185.00	1,080.50	900.00	180.50
S41	3	5,369.80	0	5,369.80	0	369.80	5,000.00	0	5,000.00
S41	3B & 4A	9,941.05	0	9,941.05	0	0	9,941.05	4,268.28	5,672.77
S41	4	7,800.87	0	7,800.87	0	0	7,800.87	0	7,800.87
S41	(Detour) CinnaminsonAve.	0	0	0	625.00	0	625.00	625.00	0
42	1 & 2	184.60	0	184.60	0	184.60	0	0	0
42	3A	2,705.00	0	2,705.00	0	0	2,705.00	50.00	2,655.00
42	5	261.10	0	261.10	0	121.20	139.90	0	139.90
42	7	1,270.06	0	1,270.06	0	0	1,270.06	0	1,270.06
43	12A	365.42	0	365.42	0	0	365.42	0	365.42
44	2A, 4A, 7	2,516.00	0	2,516.00	0	0	2,516.00	0	2,516.00
44	2B, 4B, 7B	125,000.00	0	125,000.00	0	0	125,000.00	1,850.96	123,149.04
44	3 & 4	2,125.00	0	2,125.00	0	0	2,125.00	0	2,125.00
44	7A	696.63	0	696.63	0	0	696.63	0	696.63
40 Wid.	10 & 11	4,350.00	0	4,350.00	0	0	4,350.00	2,350.14	1,999.86

Schedule #9

Purchase of Right of Way
Statement of Expenditures and Commitments

Rt.	Sec.	Balance of Commitments Jan. 1, 1943	1943 Commitments	Total	Adjustment of Commitments		Total	Expenditures to Dec. 31, 1943	Balance of Commitments Dec. 31, 1943
					To	From			
44	9	$ 9,421.26	$ 0	$ 9,421.26	$ 0	$ 0	$ 9,421.26	$ 2,183.94	$ 7,237.32
44	10	1,143.71	0	1,143.71	0	0	1,143.71	100.00	1,043.71
44	12	25.00	0	25.00	0	0	25.00	0	25.00
45	2	1,323.00	0	1,323.00	0	0	1,323.00	0	1,323.00
46	6W	3,167.82	0	3,167.82	0	67.61	3,100.21	11.21	3,089.00
47	2	4,850.00	0	4,850.00	0	0	4,850.00	12.00	4,838.00
47	4	300.00	0	300.00	0	0	300.00	0	300.00
47	9	9,419.03	0	9,419.03	0	120.03	9,299.00	0	9,299.00
47	11	2,250.00	0	2,250.00	0	0	2,250.00	0	2,250.00
47	12	4,100.00	0	4,100.00	0	0	4,100.00	0	4,100.00
48	21	110.00	0	110.00	0	0	110.00	0	110.00
48	22	8,901.14	0	8,901.14	0	0	8,901.14	0	8,901.14
48	23	969.88	0	969.88	0	0	969.88	0	969.88
48	24	1,802.09	0	1,802.09	0	0	1,802.09	421.24	1,380.85
48	25	577.00	0	577.00	0	577.00	0	0	0
48	27	775.00	0	775.00	0	0	775.00	0	775.00
49	5	25.00	0	25.00	0	0	25.00	0	25.00
49	13W	3,539.94	0	3,539.94	0	0	3,539.94	358.80	3,181.14
S49	3	1,591.77	0	1,591.77	0	0	1,591.77	0	1,591.77
S49	4)								
49	11A)	4,575.00	0	4,575.00	0	0	4,575.00	0	4,575.00
S49	5	21,063.75	0	21,063.75	0	625.00	20,438.75	10,892.43	9,546.32
51	2	1,341.64	0	1,341.64	153.36	0	1,495.00	785.00	710.00
54	1	20,983.08	0	20,983.08	0	0	20,983.08	4,442.97	16,540.11
54	2	0	200,000.00	200,000.00	0	0	200,000.00	0	200,000.00
56	1 Absecon Blvd.	2,361.40	0	2,361.40	0	0	2,361.40	2,361.40	0
Bridges:									
4	Shark River	750.00	0	750.00	0	0	750.00	0	750.00
4	Somers Point	1,000.00	0	1,000.00	0	0	1,000.00	0	1,000.00
37	6 Black Creek	25.00	0	25.00	75.00	0	100.00	0	100.00
Advisory Board Project Fund:									
35	5	510.00	0	510.00	0	0	510.00	0	510.00
35	7	1,525.00	0	1,525.00	0	0	1,525.00	0	1,525.00
1 Ext. & C. L.		0	0	0	2,339.20	0	2,339.20	0	2,339.20
Camden		6,223.30	0	6,223.30	0	875.00	5,348.30	0	5,348.30
Delaware River Br. App. Sec. 2D & 3D		250.00	0	250.00	0	0	250.00	0	250.00
Old Bond Fund:									
1	1B & 2A	3,000.00	0	3,000.00	0	0	3,000.00	0	3,000.00
2	4	2,444.50	0	2,444.50	0	0	2,444.50	0	2,444.50
3	12	2,575.00	0	2,575.00	0	0	2,575.00	0	2,575.00
4	1 & 1A	1,000.00	0	1,000.00	0	0	1,000.00	0	1,000.00
4	8	600.00	0	600.00	0	600.00	0	0	0
4	27	2,750.00	0	2,750.00	0	0	2,750.00	0	2,750.00
4	30	61.00	0	61.00	0	61.00	0	0	0
4	31	1,385.00	0	1,385.00	0	0	1,385.00	0	1,385.00
4	Br. at Keyport	25.00	0	25.00	0	25.00	0	0	0
5	1A	715.00	0	715.00	0	715.00	0	0	0

Schedule #10

Purchase of Right of Way
Statement of Expenditures and Commitments

Rt.	Sec.	Balance of Commitments Jan. 1,1943	1 9 4 3 Commit-ments	T o t a l	Adjustment of Commitments T o	Adjustment of Commitments F r o m	T o t a l	Expenditures to Dec. 31,1943	Balance of Commitments Dec. 31,1943
5	9	$ 37.00	$ 0	$ 37.00	$ 0	$ 0	$ 37.00	$ 0	$ 37.00
5	13	500.00	0	500.00	0	0	500.00	0	500.00
5	17	300.00	0	300.00	0	0	300.00	0	300.00
5	19	1,000.00	0	1,000.00	0	0	1,000.00	0	1,000.00
6	4	50.00	0	50.00	0	50.00	0	0	0
6	10	175.00	0	175.00	0	0	175.00	0	175.00
6	14	750.00	0	750.00	0	750.00	0	0	0
6	18	2,975.00	0	2,975.00	0	0	2,975.00	150.00 *	3,125.00
7	2	52.24	0	52.24	0	0	52.24	0	52.24
7	4	300.00	0	300.00	0	0	300.00	0	300.00
7	6 & 7	2,273.60	0	2,273.60	0	0	2,273.60	0	2,273.60
8	3	1,000.00	0	1,000.00	0	0	1,000.00	0	1,000.00
8	7	2,100.00	0	2,100.00	0	0	2,100.00	0	2,100.00
8	8	460.00	0	460.00	0	0	460.00	0	460.00
8	9	400.00	0	400.00	0	0	400.00	0	400.00
9	19	100.00	0	100.00	0	0	100.00	0	100.00
10	1A	5.00	0	5.00	0	0	5.00	0	5.00
12	6	4,200.00	0	4,200.00	0	0	4,200.00	0	4,200.00
14	1	45.00	0	45.00	0	0	45.00	0	45.00
14	8	2,002.55	0	2,002.55	0	0	2,002.45	0	2,002.45
14	9	800.00	0	800.00	0	0	800.00	0	800.00
14	10	5.00	0	5.00	0	5.00	0	0	0
14	11	4,530.00	0	4,530.00	0	0	4,530.00	0	4,530.00
14	12,13	227.80	0	227.80	0	0	227.80	0	227.80
14	13,15,17	1,725.00	0	1,725.00	0	0	1,725.00	0	1,725.00
14	14	700.00	0	700.00	0	0	700.00	0	700.00
14	16,17	1,950.00	0	1,950.00	0	0	1,950.00	0	1,950.00
15	7	1,100.00	0	1,100.00	0	0	1,100.00	0	1,100.00
15	8	6,536.10	0	6,536.10	0	0	6,536.10	0	6,536.10
15	9,10	1,944.00	0	1,944.00	0	0	1,944.00	0	1,944.00
15	11	2,416.00	0	2,416.00	0	0	2,416.00	0	2,416.00
16	5B	511.00	0	511.00	0	0	511.00	0	511.00
25	4B	2,457.32	0	2,457.32	0	0	2,457.32	0	2,457.32
33	15,16	472.50	0	472.50	0	0	472.50	0	472.50
		$4,556,138.02	$ 555,000.00	$5,111,138.02	$ 182,419.51	$ 182,419.51	$5,111,138.02	$ 708,537.95	$ 4,402,600.07

Analysis of Expenditures and Commitments
By Funds

F u n d	T o t a l	Expenditures	Commitments
Bond Fund	$ 1,952,928.03	$ 207,716.81	$ 1,745,211.22
State Road Fund	3,158,209.99	500,821.14	2,657,388.85
T O T A L -	$ 5,111,138.02	$ 708,537.95	$ 4,402,600.07

* RED figure.

Schedule #11

EXPENDITURE FOR CLAIMS

In Accordance with Chapter #377, Laws of 1941
and Chapter #46, Laws of 1942
As of Dec. 31, 1943

Rt.	Sec.	Name of Project	Particulars	Amount
28	22	Samuel Colacurcio, Inc.	Additional Construction Cost	$ 5,211.20
44	8	Versaggi Bros., Inc.	Additional Construction Cost on Bridgeport by-pass	2,886.03
				$ 8,097.23

* * * * *

LIABILITY FOR CLAIMS

4		Shark River Bridge	One (1) Individual Claimant now unable to be found	$ 29.34

Schedule #12

Status of Regular Federal Aid Allotments

Rt.	Sec.	Local Name	Project Number	Unpaid Balance Dec.31,1942	Allotment 1 9 4 3	Total Allotments	Amount Received 1 9 4 3	Allotment Balance Cancelled	Unpaid Balance Dec.31,1943
-	-	State Planning	Planning #1	$ 65,519.31	$ 0	$ 65,519.31	$ 27,289.40	$ 0	$ 38,229.91
6	11	Troy Brook to Passaic River	88 D (2)	22,705.00	0	22,705.00	0	0	22,705.00
S26	1B	Bet. Trenton & New Brunswick	95 E (3)	36,311.00	0	36,311.00	0	0	36,311.00
25	4C	" Cranbury Tpk. & Raritan River Bridge	95 F (2)	30,643.00	0	30,643.00	0	0	30,643.00
25	5B	Amboy Ave. to Elm St.	95 H (2)	26,239.00	0	26,239.00	15,225.18	11,013.82	0
25	5C	Bet. Metuchen & New Brunswick	95 H (3)	8,442.00	0	8,442.00	0	0	8,442.00
39	-	Part Bordentown--Fort Dix Rd. bet. Bordentown & Mansfield Square	100 F (1)	470,070.00	0	470,070.00	338,221.00	0	131,849.00
S31	3	Branchville - Culvers Lake	101 B	9,669.00	0	9,669.00	0	0	9,669.00
S31	4	" -By-pass D.L.& W.R.R. Bridge	101 C (2)	7,821.00	0	7,821.00	0	0	7,821.00
-	-	Part Broadway-Gloucester, bet. Brooklawn and Newton Creek	121 A (2)	0	149,825.00	149,825.00	134,842.00	0	14,983.00
44	8	Bridgeport By-pass bet. Westville & Penns Grove	122 E (1)	42,564.00	0	42,564.00	0	0	42,564.00
25	33A	Bet. Deans and Cranbury	123 C (2)	63,458.00	0	63,458.00	0	0	63,458.00
6	7	Bridges	131 C	3,422.60	0	3,422.60	0	3,422.60	0
6	8A&8B	Bet. Valley Rd. & Lexington Ave.,Clifton	131 G (2)	23,632.00	70,313.56	93,945.56	0	0	93,945.56
6	9A	Bet. Boro of Totowa and Clifton	131 H (1)	0	383,977.00	383,977.00	330,220.00	0	53,757.00
29	2D	Twp. of Union Bet. Morris Ave. & Rahway River	178 C (1)	86,564.00	0	86,564.00	85,657.93	906.07	0
29	2E	Bet. Rahway River & Mountainside	178 D (1)	32,940.00	52,463.40	85,403.40	85,281.10	122.30	0
28-24	CL	" Straw Church & Rt. 24 near Phillipsburg	179 A (2)	1,232.89	0	1,232.89	0	1,232.89	0
4	41A	Bet. Gordon's Corner & Browntown	181 B (2)	11,955.00	0	11,955.00	10,509.36	1,445.64	0
4	42A	" Cheesequake & Browntown	181 C (1)	110,270.00	0	110,270.00	0	0	110,270.00
S41	-	" Kresson at County Line & Berlin on Rt. #43	183 B (1)	28,452.00	0	28,452.00	0	0	28,452.00
				$ 1,081,909.80	$ 656,578.96	$ 1,738,488.76	$ 1,027,245.97	$ 18,143.32	$ 693,099.47

Recapitulation of Regular Federal Aid Allotments

Amount of Unpaid Allotments Certified as of December 31, 1943	$ 693,099.47
Balance of Allotment " " " " "	1,690,345.03
T O T A L -	$ 2,383,444.50

Status of Federal Aid Allotments for Advance Engineering Studies

Rt.	Sec.	Local Name	Project Number	Unpaid Balance Dec.31,1942	Allotment 1 9 4 3	Total Allotments	Amount Received 1 9 4 3	Allotment Balance Cancelled	Unpaid Balance Dec.31,1943
100	-	Survey of Route #100	AE-FAP-184	$ 127,368.00	$ 0	$ 127,368.00	$ 0	$ 0	$ 127,368.00

Recapitulation of Federal Aid Allotment for Advance Engineering Studies

Amount of Unpaid Allotments Certified as of December 31, 1943	$ 127,368.00
Balance of Allotment " " " " "	0
T O T A L -	$ 127,368.00

Schedule #13

Status of Federal Aid Allotments for Hazards and Grade Crossing Federal Aid Fund

Rt.	Sec.	Local Name	Project Number	Unpaid Balance Dec.31,1942	Allotment 1 9 4 3	Total Allotments	Amount Received 1 9 4 3	Allotment Balance Cancelled	Unpaid Balance Dec.31,1943
-	-	Survey Planning - State Wide	Planning #1	$ 20,068.00	$ 0	$ 20,068.00	$ 8,770.00	$ 0	$ 11,298.00
-	-	Part of Haddon Ave. Twp. & Boro. of Berlin	FAGM 6B (1)	34,942.00	0	34,942.00	22,908.57	12,033.43	0
-	-	" " Roosevelt Ave. in West Carteret bet. Carteret and Rahway	FAGM 8 (1)	28,424.00	0	28,424.00	14,275.77	14,148.23	0
-	-	New Road bet. Keys-Milford Rd. & Harkers Lane, Boro of Berlin	FAGM 26A (2)	3,140.00	0	3,140.00	2,842.31	297.69	0
-	-	Part of West Ave., Sewaren, Crossing of CRR of N. J. in Twp. of Woodbridge	FAGS 27A (1)	17,577.00	0	17,577.00	0	0	17,577.00
-	-	Part of Danforth Rd. bet. Morris Place and Park Ave., Boro of Madison	FAGM 30 (1)	11,248.00	0	11,248.00	0	0	11,248.00
-	-	Part of Riverview Drive, Totowa Boro.	" 31 (1)	53,185.00	0	53,185.00	23,638.00	0	29,547.00
-	-	Automatic Gate, PRR, Park Ave.,Pennsauken Twp.	FAGS 34 (1)	6,974.66	0	6,974.66	6,759.89	214.77	0
-	-	PRR Bridge at Mile Hollow near Bordentown	" 49A (1)	50,448.00	0	50,448.00	32,431.00	0	18,017.00
23	-	Hamburg-Sussex Rd. bet. Hamburg and Sussex	FAGH 82A (2)	51,824.00	0	51,824.00	31,607.24	20,216.76	0
-	-	D.L. & W.R.R. Bridge	FAGM 118C (2)	38,756.00	0	38,756.00	37,869.28	886.72	0
-	-	Part of State Rt. #1 bet. Union City & Palisades Park, Boro. of Fairview	" 144B (1)	14,377.00	0	14,377.00	0	0	14,377.00
		T O T A L -		$ 330,963.66	$ 0	$ 330,963.66	$ 181,102.06	$ 47,797.60	$ 102,064.00

Recapitulation of Hazards and Grade Crossings Federal Aid Fund

Amount of Unpaid Allotments Certified as of December 31, 1943	$ 102,064.00
Balance of Allotment " " " " " "	1,186,160.40
T O T A L -	$ 1,288,224.40

Recapitulation of National Industrial Recovery Federal Aid Fund

Amount of Unpaid Allotments Certified as of December 31, 1943	$ 0
Balance of Allotment " " " " " "	3,328.09
T O T A L -	$ 3,328.09

Status of Strategic Highway Federal Aid Allotment

Rt.	Sec.	Local Name	Project Number	Unpaid Balance Dec.31,1942	Allotment 1 9 4 3	Total Allotments	Amount Received 1 9 4 3	Allotment Balance Cancelled	Unpaid Balance Dec.31,1943
25-32B&34A		Grade Separation at Port St., Newark	SN-A-FAP-185 A (1)	$ 0	$ 305,877.50	$ 305,877.50	$ 0	$ 0	$ 305,877.50
-	-	Transportation Studies	SN-A-SWHPS (1) (4)	4,776.00	0	4,776.00	0	0	4,776.00
		T O T A L -		$ 4,776.00	$ 305,877.50	$ 310,653.50	$ 0	$ 0	$ 310,653.50

Recapitulation of Strategic Highway Federal Aid Fund

Amount of Unpaid Allotments Certified as of December 31, 1943	$ 310,653.50
Balance of Allotment " " " " " "	7,766.50
T O T A L -	$ 318,420.00

Schedule #14

Status of Federal Aid Allotments for Secondary & Feeder Roads Funds.

Rt. Sec.	Local Name	Project Number	Unpaid Balance Dec.31,1942	Allotment 1 9 4 3	Total Allotments	Amount Received 1 9 4 3	Allotment Balance Cancelled	Unpaid Balance Dec.31,1943
	Highway Planning Project	SWHP 1 (3)	$ 9,663.00	$ 0	$ 9,663.00	$ 0	$ 0	$ 9,663.00
	Stockton-Flemington Road between Sand Brook & Sergeantsville	FAS 14B (1)	3,237.00	0	3,237.00	0	0	3,237.00
	Pittstown-Jutland Rd. bet. Pittstown & Jutland	" 18A (1)	3,106.00	0	3,106.00	0	0	3,106.00
	Cuthbert Road bet. Cooper River & Merchantville	" 23A (2)	5,141.00	0	5,141.00	0	0	5,141.00
	Old York Rd. bet. Hedding & Crosswick	" 40A (1)	2,049.00	0	2,049.00	0	0	2,049.00
	Laurel Mill Rd. bet. Kirkwood & Blackwood	" 41A (1)	3,608.00	0	3,608.00	1,805.70	1,802.30	0
	Lambertville-Baptistown Rd. bet. Kingwood & Rosemont	" 42A (1)	9,369.00	0	9,369.00	0	0	9,369.00
	Brunswick Pike bet. Lambertville & Hopewell	" 43A (1)	25,255.00	0	25,255.00	19,537.00	0	5,718.00
	Woodbury-Auburn Rd. at Swedesboro	" 47A (1)	4,068.00	0	4,068.00	1,628.25	2,439.75	0
	Kingwood-Byram Rd. bet. Graff's Corner & Byram	" 48A (1)	8,755.00	0	8,755.00	0	0	8,755.00
	Deep Run Bridge, Alloway Twp. bet. Alloway & Quinton	" 50A (1)	3,849.00	0	3,849.00	0	0	3,849.00
	Woodstown-Alloway Rd. bet. Woodstown Boro. & Alloway Lake	" 51A (1)	3,028.00	0	3,028.00	0	0	3,028.00
	Daretown-Pittsgrove Rd. at Fox's Mill Pond in Daretown	" 52A (1)	2,421.00	0	2,421.00	0	0	2,421.00
	Burlington-Fort Dix Rd. known as Copany Bridge #D3.6 over Barker's Brook, a branch of Assiscunk Creek	" 55A (1)	3,789.00	0	3,789.00	0	0	3,789.00
	New Lisbon-Fort Dix Rd. bet. Federal Aid Rt. 30, State Rt. 40 at 4-Mile Circle	" 56A (1)	2,984.00	0	2,984.00	0	0	2,984.00
	Hainesport-Evesboro Rd. in Mt. Laurel Twp. bet. Hainesport & Evesboro	" 57A (1)	242.00	0	242.00	0	0	242.00
	Bridgeboro-Lumberton Rd. in Lumberton Twp. bet. Masonville & Lumberton	" 58A (1)	455.00	0	455.00	0	0	455.00
	Lumberton-Vincentown Rd. at a branch of Rancocas Creek	" 59A (1)	180.00	0	180.00	0	0	180.00
	Advance Planning Studies, Field Surveys for Military Access Rd., extending from Rt. #39 near Mansfield Square to Ft. Dix	" 61A (1)	13,205.00	0	13,205.00	0	0	13,205.00
	Field Surveys--Plans for grading, paving & Structures, Access Roads to U. S. Naval Air Station at Cape May	" 64A (1)	7,100.00	0	7,100.00	0	0	7,100.00
	Advance Planning Studies, Field Surveys and development of Plans on Roads at U. S. Naval Air Station at Cape May	" 65A (1)	7,500.00	0	7,500.00	0	0	7,500.00
	Advance Planning Studies, Field Surveys for development of Highway Plans for grading, paving and necessary bridges, office design, etc. on Access Road to Picatinny Arsenal	" 67A (1)	20,000.00	0	20,000.00	0	0	20,000.00
	Field Surveys, etc., on Access Road to Bayonne Naval Dry Dock & Supply Base	" 71A (1)	5,000.00	0	5,000.00	0	0	5,000.00
	Preliminary Engineering for Surveys & Plans of Access Road to Port Newark Shipyards on Port St. in Newark	" 72A (1)	10,000.00	0	10,000.00	0	0	10,000.00
	Preliminary Engineering, Access Road to Camp Kilmer on Plainfield Ave. Twp. of Piscataway	" 73	3,000.00	0	3,000.00	0	0	3,000.00

Schedule #15

Status of Federal Aid Allotments for Secondary & Feeder Roads Funds (2)

Rt. Sec.	Local Name	Project Number	Unpaid Balance Dec.31,1942	Allotment 1 9 4 3	Total Allotments	Amount Received 1 9 4 3	Allotment Balance Cancelled	Unpaid Balance Dec.31,1943
	Preliminary Engineering for Blair Road & Homestead Ave., Access Road to Motor Reception Park, Carteret	FAS 75 (1)	$ 0	$ 3,000.00	$ 3,000.00	$ 0	$ 0	$ 3,000.00
	Preliminary Engineering for Access Road to Coast Guard Station on Island Beach beg. at Berkeley Twp. Island Beach Boro. Boundry ending at Barnegat Inlet	" 76 (1)	0	3,000.00	3,000.00	0	0	3,000.00
	Monmouth Rd. bet. Freehold & Mt. Holly	" 156C (1)	6,631.00	0	6,631.00	6,631.00	0	0
			$ 163,635.00	$ 6,000.00	$ 169,635.00	$ 29,601.95	$ 4,242.05	$ 135,791.00

Recapitulation of Federal Aid Allotments for Secondary & Feeder Roads

Amount of Unpaid Allotments Certified as of December 31, 1943	$ 135,791.00
Balance of Allotment " " " " " "	545,412.42
TOTAL -	$ 681,203.42

Recapitulation of Federal Works Program Grade Crossing Federal Aid Allotment Funds

Balance of Allotment	$ 19,050.80

Schedule #16

Status of Federal Aid Allotments
Federal Defense Access Highway Funds

Rt.	Sec.	Local Name	Project Number	Unpaid Balance Dec.31,1942	Allotment 1 9 4 3	Total Allotment	Amount Received 1 9 4 3	Allotment Balance Cancelled	Unpaid Balance Dec.31,1943
-	-	Access Road to N. Y. Shipbuilding Corp., Camden	DA-NI-4	$ 59,774.00	$ 0	$ 59,774.00	$ 36,179.00	$ 0	$ 23,595.00
-	-	Port St. from Doremus Ave. to Shipyard	DA-NI-6 (1)	0	7,410.00	7,410.00	0	0	7,410.00
-	-	Port St., Newark Airport to Doremus Ave.	DA-NI-6B (1)	0	262,400.00	262,400.00	209,920.00	0	52,480.00
-	-	Part Access Road from Ave. "E" Bayonne to U. S. Naval Supply Depot	DA-NR-2	132,102.79	0	132,102.79	59,099.00	0	73,003.79
-	-	Naval Air Station, Lakehurst	DA-NR-3	1,490.00	0	1,490.00	0	0	1,490.00
-	-	Avenue "E" to Naval Supply Base & Drydock, Bayonne	DA-NR-5	0	84,085.89	84,085.89	73,154.00	0	10,931.89
-	-	Approach Road to Island Beach Coast Guard Stations	DA-NR-7	0	94,300.00	94,300.00	84,870.00	0	9,430.00
-	-	Access Road to Air Associates, Bendix	DA-WL-3	4,308.00	0	4,308.00	2,219.75	2,088.25	0
-	-	Mansfield Square to Georgetown	DA-WR-1 (1)	627,266.00	0	627,266.00	496,925.00	0	130,341.00
-	-	Georgetown to Fort Dix	DA-WR-1B (1)	971,376.00	0	971,376.00	731,143.00	0	240,233.00
-	-	Access Road to Picatinny Arsenal	DA-WR-2	530,268.00	0	530,268.00	397,701.00	0	132,567.00
-	-	" " " Camp Kilmer	DA-WR-5	0	87,000.00	87,000.00	60,030.00	0	26,970.00
-	-	" " " Motor Reception Park, Carteret	DA-WR-6	0	194,000.00	194,000.00	137,670.00	0	56,330.00
-	-	Access Road to Camp Evans	DA-WR-7	0	77,750.00	77,750.00	69,975.00	0	7,775.00
-	-	Emmons Corner - Wrightstown-Pemberton Road	DA-WR-9	0	19,200.00	19,200.00	0	0	19,200.00
-	-	Pine Brook Rd., Main St.-Camp Woods & Fort Monmouth	DA-WR-10	0	107,382.00	107,382.00	0	0	107,382.00
-	-	Half Mile Road, Campe Coles	DA-WR-11	0	12,610.00	12,610.00	0	0	12,610.00
-	-	Hope Road #1, Camp Woods	DA-WR-12	0	11,760.00	11,760.00	0	0	11,760.00
		TOTAL-		$ 2,326,584.79	$ 957,897.89	$ 3,284,482.68	$ 2,358,885.75	$ 2,088.25	$ 923,508.68

Recapitulation of Federal Defense Access Federal Aid Fund

Amount of Unpaid Allotments Certified as of Dec. 31, 1943	$ 923,508.68
Allotments Approved Not Certified " " " " "	227,074.60
TOTAL -	$1,150,583.28

Schedule #17

Expenditures and Commitments
Maintenance Division
January 1st, 1943 to December 31st, 1943

Expenditures:			
Direct:			
Supervision	$ 94,760.16		
Salary Labor	76,120.08		
Labor	1,329,632.40		
" Military Leave	10,857.22		
" Maint. Chauff.	299,191.84		
" Equipment "	35,026.51		
Outside Equipment	99,969.02		
Dept. Trucks	338,648.47		
" Cars	73,774.40		
" Equip.	191,998.65		
Purchase & Stores	19,782.25		
Material & Supplies	429,115.39		
" Fernwood	113,404.01		
Freight	225.00		
Snow Removal by Agree.	91,298.04		
Maintenance by "	201,262.55		
Travel Expenses	12,047.97		
Rent & Storage	11,327.45		
Special Services	718.13		
Light, Heat & Water	554.64		
Telephone	1,120.10		
Insurance	58,857.45		
Compensation	16,905.64		
Medical Services	12,125.62		
Compensation - Temp.	4,599.90		
Charges from Equip. & Elec.	32,082.07		
Miscellaneous	3,459.62		
Depreciation	13,361.70		
Engr. Charges	13,857.34	$ 3,586,083.62	
General:			
Salaries	$ 122,141.96		
" Inspectors	24,315.52		
Travel Expenses	2,198.13		
Office Supplies	819.29		
" Furn. & Equip.	53.62		
Photo, Blue Printing, etc.	1,200.93		
Postage	2,426.39		
Frt., Cartage, Storage	8.84		
Telephone	7,010.74		
Insurance	588.02		
Building & Grounds	7,870.02		
Miscellaneous	372.14		
Equipment Rental	3,380.47	$ 172,386.07	
TOTAL EXPENDITURES -			$ 3,758,469.69

(Forward)

Schedule #18

Expenditures and Commitments
Maintenance Division
January 1st, 1943 to December 31st, 1943

TOTAL EXPENDITURES (Brought Forward)		$ 3,758,469.69
Commitments:		
Outside Equip. & Labor	$ 5,968.63	
Material, Freight, etc.	318,152.54	
Due Municipalities	2,106.93	
Maintenance Projects	263,723.09	
Liability Compensation	8,489.46	
Inst. Roads & Approaches	90,026.80	
Completion of W.P.A. Projects	178,771.37	
TOTAL COMMITMENTS -		$ 867,238.82
TOTAL EXPENDITURES AND COMMITMENTS FROM APPROPRIATIONS -		$ 4,625,708.51
STATUTORY INCREASE -		176,842.67
TOTAL EXPENDITURES AND COMMITMENTS -		$ 4,802,551.18
WAR ADJUSTMENT -	$ 88,162.85	

Distribution of
Expenditures and Commitments
MAINTENANCE DIVISION
January 1, 1943 to December 31, 1943

Expenditures	Total	Maintenance of State Highway	Institutional Roads & Approaches	Credit Work Done for Other Divisions
Maintenance of Roads	$ 1,974,253.48	$ 1,855,875.30	$ 118,378.18	$
Maintenance of Bridges	132,824.78	132,824.78		
Insurance on Bridges	52,842.39	52,842.39		
Landscape & Roadside Beautification	182,355.59	182,355.59		
Misc. Signs and Special Work	161,544.72	161,544.72		
Scales	73.90	73.90		
Snow Removal	692,191.06	692,191.06		
Construction	488,736.47			488,736.47
W. P. A.	951.56			951.66
Other Divisions	53,187.78			53,187.78
Accounts Receivable	19,507.86			19,507.86
TOTAL EXPENDITURES	$ 3,758,469.69	$ 3,077,707.74	$ 118,378.18	$ 562,383.77
Commitments	867,238.82	777,212.02	90,026.80	0
TOTAL -	$ 4,625,708.51	$ 3,854,919.76	$ 208,404.98	$ 562,383.77

Status of Allotment - Maintenance Fund

	Balance of 1942 Commitment	1943 Allotments	1943 Total Funds	Expenditures	Commitments	Total Expenditures & Commitments	Balance
Maintenance	$928,787.90	$3,268,771.37	$4,197,559.27	$3,077,707.74	$777,212.02	$3,854,919.76	$342,639.51
Inst.Rds., & Apps.	45,904.98	162,500.00	208,404.98	118,378.18	90,026.80	208,404.98	0
Stat.Incr.-Maint.	0	169,808.67	169,808.67	169,808.67	0	169,808.67	0
Stat.Incr.-Inst. Rds. & Apps.	0	7,034.00	7,034.00	7,034.00	0	7,034.00	0
TOTAL	$974,692.88	$3,608,114.04	$4,582,806.92	$3,372,928.59	$867,238.82	$4,240,167.41	$342,639.51

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

Schedule #20

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS ETC.		T O T A L	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
1	Miles	20.129		2.989		1.330		.422						.090				.476		25.436	
	M-1	$ 2,902.00	$ 144.17	$ 15,433.68	$ 5,163.49	$ 545.92	$ 410.47	$ 341.28	$ 808.72	$	$	$	$	$ 199.86	$ 2,220.67	$	$	$	$	$ 19,422.74	$ 763.59
	M-2	193.03	9.59																	193.03	7.59
	M-3	15,921.40	790.97	4,705.19	1,574.17	521.12	391.82	2,002.00	4,744.07											23,149.71	910.12
	M-4	388.82	19.32	42.73	14.29															431.55	16.96
	E-5	5,497.93	273.13	327.67	109.63															5,974.16	234.87
	E-7	4,075.44	202.47	584.95	195.70			148.56	352.04											4,693.63	184.53
	Const.					33.24	24.99							1,811.41						1,811.41	
	Total	28,978.62	1,439.65	21,094.22	7,057.28	1,100.28	827.28	2,491.84	5,904.83					2,011.27	2,220.67					55,676.23	2,117.66
S-1	Miles	3.058				.087														3.145	
	M-1	55.50	18.15			42.21	485.17													97.71	31.07
	M-2	1,805.85	590.53																	1,805.85	574.20
	M-3	865.27	282.95																	865.27	275.12
	M-4	104.48	34.17																	104.48	33.22
	E-7	151.78	49.63																	151.78	48.26
	Const.																				
	Total	2,982.88	975.43			42.21	485.17													3,025.09	961.87
S-1A	Miles	2.091																		2.091	
	M-1	55.14	26.37																	55.14	26.37
	M-2	619.38	296.21																	619.38	296.21
	M-3	836.62	400.11																	836.62	400.11
	Const.																				
	Total	1,511.14	722.69																	1,511.14	722.69
3	Miles	8.589		.015		.065														8.669	
	M-1	737.12	85.82	38.61	2,574.00	13.17	202.62													788.90	91.00
	M-2	268.22	31.23																	268.22	30.94
	M-3	7,214.43	839.96	93.89	6,259.33															7,308.32	843.04
	M-4	1,079.80	125.72																	1,079.80	124.56
	E-5	462.21	53.81																	462.21	53.32
	E-7	5,264.83	612.97																	5,264.83	607.32
	Const.																				
	Total	15,026.61	1,749.51	132.50	8,833.33	13.17	202.62													15,172.28	1,750.18
S-3	Miles	2.224												.049				3.817		6.090	
	M-1	44.04	19.80											57.10	116.54					101.14	16.61
	M-3	341.44	153.53															2.24	.59	343.68	56.43
	M-4	2.62	1.17											4.84	9.88					7.46	1.22
	E-7	69.65	31.32															89.87	23.54	159.52	26.18
	Const.																				
	Total	457.75	205.82											61.94	126.42			92.11	24.13	611.80	100.46
4	Miles	127.547		.831		18.509						13.872		3.971		.400				165.130	
	M-1	14,185.90	111.22	27.30	32.85	3,611.92	195.15					1,633.76	117.77	661.17	166.50	222.34	555.85			20,342.39	123.19
	M-2	737.29	5.78			85.08	4.60													822.37	4.98
	M-3	64,317.47	504.26	414.89	499.27	9,963.29	538.29					8,052.93	580.51	1,385.69	348.95	68.78	171.95			84,203.05	509.92
	M-4	3,390.70	26.58	5.48	6.59	446.50	24.12					535.46	38.60	280.19	70.56					4,658.33	28.21
	E-5	1,819.09	14.26									639.72	46.12							2,458.81	14.89
	E-7	12,060.71	94.72	1.67	2.01	210.52	11.37					96.50	6.96	13,282.57	3,344.89					25,671.97	155.47
	Const.																				
	Total	96,531.16	756.82	449.34	540.72	14,317.31	773.53					10,958.37	789.96	15,609.62	3,930.90	291.12	727.80			138,156.92	836.66
S-4	Miles	1.565																		1.565	
	M-1	288.10	184.09																	288.10	184.09
	M-3	614.05	392.36																	614.05	392.36
	M-4	87.77	56.08																	87.77	56.08
	E-5	11.06	7.07																	11.06	7.07
	E-7	29.26	18.70																	29.26	18.70
	Const.																				
	Total	1,030.24	658.30																	1,030.24	658.30
S-4B	Miles																	16.109		16.109	
	E-7																	2,393.07	148.55	2,393.07	148.55
	Const.																				
	Total																	2,393.07	148.55	2,393.07	148.55
5	Miles	3.470				.975														4.445	
	M-1	231.36	66.67			570.03	584.66													801.39	180.29
	M-2	32.53	9.37																	32.53	7.32
	M-3	2,356.91	679.22			301.64	309.37													2,658.55	598.10
	M-4	49.38	14.23																	49.38	11.11
	E-5	192.21	55.39			21.13	21.67													213.34	48.00
	E-7	7,772.53	2,239.93			149.56	153.39													7,922.09	1,782.24
	Const.																				
	Total	10,634.92	3,064.81			1,042.36	1,069.09													11,677.28	2,627.06
6	Miles	62.152		2.879		5.911		.507								.114		2.476		74.039	
	M-1	6,347.96	102.14	816.01	283.44	902.55	152.69	45.79	90.32							25.52	223.86	98.93	39.96	8,236.76	111.25
	M-2	3,943.74	63.45																	3,943.74	53.27
	M-3	29,751.95	478.69	271.69	94.37	687.45	116.30	78.90	155.62									920.85	371.91	31,710.84	428.30
	M-4	3,667.67	59.01			439.78	74.40											10.09	4.08	4,117.54	55.61
	E-5	2,510.98	40.40																	2,510.98	33.91
	E-6	20.58	.32					15.27	30.12											35.85	.48
	E-7	22,403.21	360.48	374.59	130.11	285.23	48.25	193.08	380.82									1,368.18	552.57	24,624.29	332.59
	E-8	1,380.91	22.22																	1,380.91	18.65
	Const.																				
	Total	70,027.00	1,126.71	1,462.29	507.92	2,315.01	391.64	333.04	656.88							25.52	223.86	2,398.05	968.52	76,560.91	1,034.06

Schedule #102

State of New Jersey
Statement of Assets and Liabilities
As of Dec. 31, 1943

- Federal Aid Special Allotments -

Federal W.P.G. Grade Crossing Fund

ASSETS		LIABILITIES	
Cash	$ 0	Balance of Federal Aid not Contracted for	$ 19,050.80
Federal Aid Allotment	19,050.80		
TOTAL	$ 19,050.80	TOTAL	$ 19,050.80

Federal Elimination of Hazards and Railroad Crossings Fund

ASSETS		LIABILITIES	
Cash	$ 18,189.40*	Road Contracts	$ 18,759.14
Federal Aid Allotment	1,186,160.40	Bridge "	63,818.17
" " Certified	102,064.00	Balance of Federal Aid not Contracted for	1,187,457.69
TOTAL	$1,270,035.00	TOTAL	$ 1,270,035.00

Federal Secondary & Feeder Roads Fund

ASSETS		LIABILITIES	
Cash	$ 2,457.26*	Road Contracts	$ 89,183.17
Federal Aid Allotment	545,412.42	Bridge "	33,662.02
" " Certified	135,791.00	Balance of Federal Aid not Contracted for	555,900.97
TOTAL	$ 678,746.16	TOTAL	$ 678,746.16

Federal Defense Access Highway Fund

ASSETS		LIABILITIES	
Cash	$ 326,666.28	Road Contracts	$ 768,126.22
Federal Aid Allotment	227,074.60	Bridge "	116,063.81
" " Certified	923,508.68	Purchase of Right of Way	65,416.75
		Amt. due Acct. #R 8 F Maint. Div. for work performed	6,702.78
		Advance from U. S. Government (Trust Acct.)	400,000.00
		Balance of Federal Aid not Contracted for	120,940.00
TOTAL	$1,477,249.56	TOTAL	$ 1,477,249.56

Federal Strategic Highway Fund

ASSETS		LIABILITIES	
Cash	$ 103,054.83*	Road Contracts	$ 167,137.06
Federal Aid Allotment	7,766.50	Bridge "	17,655.56
" " Certified	310,653.50	Purchase of Right of Way	20,000.00
		Liab. for Trans. Studies	2,806.05
		Balance of Federal Aid not Contracted for	7,766.50
TOTAL	$ 215,365.17		$ 215,365.17

Federal Special Aid Allotments

ASSETS		LIABILITIES	
Federal Aid Allot. for Advance Engr. Studies on Rt. #100	$ 127,368.00	Federal Aid Allot. for Advance Engr. Studies on Rt. #100	$ 127,368.00

* Deficit awaiting reimbursement from U. S. Government.

Schedule #21

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		TOTAL	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Rt.	Miles	.932		.867																1.799	
S-6	M-1	$ 150.80	$ 161.80	$ 264.64	$ 305.23	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$ 415.44	$ 230.93
	M-3	166.29	178.42	84.78	97.79															251.07	139.56
	M-4	13.27	14.24																	13.27	7.38
	Const.																				
	Total	330.36	354.46	349.42	403.02															679.78	377.87
6-A	Miles	1.333																		1.333	
	M-1	34.66	26.00																	34.66	26.00
	Const.																				
	Total	34.66	26.00																	34.66	26.00
7	Miles	1.223				3.897		.190												5.310	
	M-1	47.98	39.23			749.38	192.30	27.85	146.58											825.21	155.41
	M-3	98.24	80.33			519.69	133.36	17.96	94.53											635.89	119.75
	Const.																				
	Total	146.22	119.56			1,269.07	325.66	45.81	241.11											1,461.10	275.16
8	Miles	23.830												.124						23.954	
	M-1	1,296.36	54.40											160.99	1,298.31					1,457.35	60.84
	M-3	6,680.51	280.34											32.33	260.73					6,712.84	280.24
	M-4	1,150.37	48.27											53.36	430.32					1,203.73	50.25
	E-7	2,581.19	108.32																	2,581.19	107.76
	E-8	64.69	2.72																	64.69	2.70
	Const.																				
	Total	11,773.12	494.05											246.68	1,989.36					12,019.80	501.79
10	Miles	19.189		3.797				1.201						.043						24.230	
	M-1	1,339.17	69.79	9,348.36	2,462.04			35.82	29.83					15.28	355.35					10,738.63	443.20
	M-2	143.29	7.47																	143.29	5.91
	M-3	6,181.14	322.12	1,941.15	511.23			909.08	756.94											9,031.37	372.74
	M-4	830.20	43.26	29.26	7.71															859.46	35.47
	E-7	10,196.41	531.37	1,825.66	480.82			124.75	103.87											12,146.82	501.31
	Const.																				
	Total	18,690.21	974.01	13,144.43	3,461.80			1,069.65	890.64					15.28	355.35					32,919.57	1,358.63
12	Miles	9.530												1.250						10.780	
	M-1	82.58	8.67											1,205.67	964.54					1,288.25	119.50
	M-2	118.58	12.44																	118.58	11.00
	M-3	6,562.36	688.60											1,993.56	1,594.85					8,555.92	793.68
	M-4													65.71	52.57					65.71	6.10
	E-5													1,908.54	1,526.82					1,908.54	177.04
	E-7	2,021.64	212.13											1,094.07	875.26					3,115.71	289.03
	Const.																				
	Total	8,785.16	921.84											6,267.55	5,014.04					15,052.71	1,396.35
13-E	Miles	.029										.107								.136	
	E-5											13.36	124.86							13.36	98.24
	Const.																				
	Total											13.36	124.86							13.36	98.24
17	Miles	25.925												.276						26.201	
	M-1	1,686.59	65.06											4,771.63	17,288.51					6,458.32	246.49
	M-2	920.95	35.52																	920.95	35.15
	M-3	8,202.82	316.41											216.26	783.55					8,419.08	321.33
	M-4	818.98	31.59											12.31	44.60					831.29	31.73
	E-5	2,275.22	87.76																	2,275.22	86.84
	E-7	3,686.73	142.21																	3,686.73	140.70
	Const.																				
	Total	17,591.59	678.55											5,000.20	18,116.66					22,591.59	862.24
21	Miles	1.980				3.097								.087						5.164	
	M-1	266.53	134.61			767.82	247.92							117.43	1,349.77					1,151.78	223.04
	M-2	56.35	28.46																	56.35	10.91
	M-3	2,003.47	1,011.85			2,551.46	823.85													4,554.93	882.05
	M-4	58.63	29.61																	58.63	11.35
	E-5	8.89	4.49			74.90	24.19													83.79	16.23
	E-7	262.05	132.35			41.19	13.30													303.24	58.72
	Const.																				
	Total	2,655.92	1,341.37			3,435.37	1,109.26							117.43	1,349.77					6,208.72	1,202.30
22	Miles	.147																		.147	
	M-1	9.13	62.11																	9.13	62.11
	Const.																				
	Total	9.13	62.11																	9.13	62.11
23	Miles	46.305				.040				8.765				.082						55.192	
	M-1	2,732.14	59.00			32.53	813.25			1,644.99	187.68			241.05	2,939.63					4,650.71	84.26
	M-3	12,551.42	271.06							2,048.64	233.73									14,600.06	264.53
	M-4	1,797.26	38.82							178.58	20.37									1,975.84	35.80
	E-5	214.27	4.63																	214.27	3.88
	E-6	5.79	.13																	5.79	.10
	E-7	11,166.28	241.15							1,002.04	114.32			234.69	2,862.07					12,403.01	224.72
	E-8									628.95	71.76									628.95	11.40
	Const.																				
	Total	28,467.16	614.77			32.53	813.25			5,503.20	627.86			475.74	5,801.70					34,478.63	624.69

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
24	Miles	26.323		2.299		4.865		.231												33.718	
	M-1	$ 5,048.41	$ 191.78	$ 316.92	$ 137.85	$ 289.96	$ 59.60	$ 78.23	$ 338.66	$	$	$	$	$	$	$	$	$	$	$ 5,733.52	$ 170.04
	M-2					199.41	40.99													199.41	5.91
	M-3	9,522.49	361.76	846.43	368.17	976.94	200.81	49.44	211.02											11,395.30	337.96
	M-4	188.64	7.17																	188.64	5.59
	E-5	3,036.86	115.37																	3,036.86	90.07
	E-7	2,624.56	99.72	625.52	272.08	27.09	5.57													3,277.17	97.19
	Const.																				
	Total	20,420.96	775.78	1,788.87	778.10	1,493.40	306.97	127.67	552.68											23,830.90	706.76
S-24	Miles	10.465		.149		.401														11.015	
	M-1	2,503.74	239.25	92.13	618.32	160.97	401.42													2,756.84	250.28
	M-2	65.07	6.22																	65.07	5.91
	M-3	3,682.59	351.89			86.13	214.79													3,768.72	342.14
	M-4	166.06	15.87																	166.06	15.08
	E-7	457.09	43.68																	457.09	41.50
	Const.																				
	Total	6,874.55	656.91	92.13	618.32	247.10	616.21													7,213.78	654.91
25	Miles	86.313		14.765		6.738		4.973						.255						113.544	
	M-1	20,860.12	240.29	19,355.29	1,310.89	10,528.55	1,562.56	3,574.99	718.88					1,824.68	7,155.61					56,143.63	494.47
	M-2	4,671.93	53.82	17.40	1.18	74.07	10.99	51.49	10.35											4,814.89	42.41
	M-3	71,505.20	823.65	3,565.66	241.49	4,627.62	686.79	10,323.87	2,075.98											90,020.35	792.82
	M-4	1,577.01	18.15	244.64	16.57	41.08	6.10	96.19	19.34					68.01	266.71					2,026.93	17.85
	E-5	21,286.15	245.20	994.71	67.37	15.74	2.34	2,835.13	570.10											25,131.73	221.34
	E-6							3.16	.65											3.16	.03
	E-7	12,106.93	139.46	605.41	41.00			463.87	93.28											13,176.21	116.04
	Const.																				
	Total	132,005.34	1,520.57	24,783.11	1,678.50	15,287.06	2,268.78	17,348.70	3,488.58					1,892.69	7,422.32					191,316.90	1,684.96
26	Miles	25.125				.687														25.812	
	M-1	5,984.45	238.19			62.68	91.24													6,047.13	234.28
	M-2	344.48	13.71																	344.48	13.35
	M-3	20,299.08	807.92			152.45	221.90													20,451.53	792.33
	M-4	204.47	8.14																	204.47	7.92
	E-5	2,472.88	98.42																	2,472.88	95.80
	E-7	2,566.10	102.14																	2,566.10	99.42
	Const.																				
	Total	31,871.46	1,268.52			215.13	313.14													32,086.59	1,243.10
27	Miles	18.205		.821		23.916		1.140												44.082	
	M-1	8,158.53	448.15	292.50	356.27	7,665.45	320.52	62.55	54.87											16,179.05	367.02
	M-2	88.92	4.88			375.32	15.69													464.24	10.53
	M-3	7,256.34	398.59	26.80	32.64	8,144.56	340.55	139.28	122.18											15,566.98	353.15
	M-4	190.65	10.48			40.74	1.70													231.39	5.25
	E-5					197.66	8.26													197.66	4.48
	E-7	627.37	34.46			2,196.22	91.83													2,823.59	64.05
	Const.																				
	Total	16,321.81	896.56	319.30	388.91	18,619.95	778.55	201.83	177.05											35,462.89	804.48
28	Miles	55.527		.208		6.012										.166		8.555		70.468	
	M-1	9,864.91	177.66	68.58	329.71	2,105.29	350.18									53.07	319.70	250.49	29.28	12,342.34	175.15
	M-2	416.48	7.50			17.67	2.94													434.15	6.16
	M-3	23,451.52	422.34	64.78	311.44	1,964.01	326.68											1,579.75	184.66	27,060.06	384.00
	M-4	192.99	3.48																	192.99	2.74
	E-5	184.90	3.33															207.50	24.25	392.40	5.57
	E-7	6,178.89	111.28			948.89	157.83											1,690.48	197.60	8,818.26	125.14
	Const.																				
	Total	40,289.69	725.59	133.36	641.15	5,035.86	837.63									53.07	319.70	3,728.22	435.79	49,240.20	698.76
S-28	Miles	7.615												.315						7.930	
	M-1	1,062.81	139.57											380.71	1,208.60					1,443.52	182.03
	M-2	772.91	101.50																	772.91	97.47
	M-3	3,388.03	444.92																	3,388.03	427.24
	M-4	10.52	1.38																	10.52	1.33
	E-5	12,540.97	1,646.88																	12,540.97	1,581.46
	E-7	236.21	31.02																	236.21	29.79
	E-8	253.54	33.28																	253.54	31.97
	Const.																				
	Total	18,264.99	2,398.55											380.71	1,208.60					18,645.70	2,351.29
29	Miles	51.409				.668														52.077	
	M-1	7,477.39	145.45			290.68	435.15													7,768.07	149.17
	M-2	1,389.02	27.02																	1,389.02	26.67
	M-3	27,254.97	530.16			914.77	1,369.42													28,169.74	540.92
	M-4	1,246.58	24.25																	1,246.58	23.94
	E-5	10,110.56	196.67			37.86	56.68													10,148.42	194.87
	E-7	14,743.99	286.80																	14,743.99	283.12
	Const.																				
	Total	62,222.51	1,210.35			1,243.31	1,861.25													63,465.82	1,218.69

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		TOTAL	
Rt.		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
	Miles	2.997																		2.997	
29-A	M-1	$ 39.00	$ 13.01	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$ 39.00	$ 13.01
	M-3	1,273.99	425.09																	1,273.99	425.09
	Const.																				
	Total	1,312.99	438.10																	1,312.99	438.10
30	Miles	47.160		.152		.020				.131				.500						47.963	
	M-1	6,561.00	139.12	567.12	3,731.05					670.67	5,119.62			813.31	1,626.62					8,612.10	179.53
	M-2	548.37	11.63																	548.37	11.44
	M-3	21,305.98	451.78	275.77	1,814.28					212.53	1,622.37			62.49	124.98					21,856.77	455.70
	M-4	667.80	14.16																	667.80	13.92
	E-5	2,780.52	58.96											451.60	903.20					3,232.12	67.39
	E-7	6,039.90	128.07							92.10	703.05									6,132.00	127.86
	E-8	70.80	1.50																	70.80	1.48
	Const.																				
	Total	37,974.37	805.22	842.89	5,545.33					975.30	7,445.04			1,327.40	2,654.80					41,119.96	857.32
31	Miles	50.615		.737						3.458				1.200						56.060	
	M-1	3,352.24	66.23	500.43	635.87					4,029.62	1,165.30			546.36	455.30					8,428.65	150.35
	M-3	13,799.29	272.63	173.45	220.39					1,602.36	463.38			11.70	9.75					15,586.80	278.04
	M-4	1,393.99	27.54																	1,393.99	24.87
	E-5	1,218.32	24.07							518.95	150.07									1,737.27	30.99
	E-7	12,193.06	240.90											366.54	305.45					12,559.60	224.04
	E-8	154.47	3.05																	154.47	2.75
	Const.																				
	Total	32,111.37	634.42	673.88	856.26					6,150.93	1,778.75			924.60	770.50					39,860.78	711.04
S-31	Miles	14.570		.048						2.300		2.600								19.518	
	M-1	847.36	58.16	285.27	5,943.13					575.54	250.23	1,152.59	443.30							2,860.76	146.57
	M-3	4,866.13	333.98	29.42	612.92					911.63	396.36	999.64	384.48							6,806.82	348.75
	M-4	1,536.14	105.43	61.15	1,273.95					119.43	51.93	263.86	101.48							1,980.58	101.47
	E-5									39.67	17.25									39.67	2.02
	E-7	2,817.51	193.38							244.85	106.46	178.23	68.55							3,240.59	166.02
	Const.																				
	Total	10,067.14	690.95	375.84	7,830.00					1,891.12	822.23	2,594.32	997.81							14,928.42	764.85
32	Miles	9.838		2.588		8.324														20.750	
	M-1	764.81	77.74	605.53	233.98	5,436.02	653.05													6,806.36	328.02
	M-2					113.60	13.65													113.60	5.47
	M-3	2,255.19	229.23	626.15	241.94	1,865.58	224.12													4,746.92	228.77
	M-4	280.35	28.50	2.62	1.01	73.62	8.84													356.59	17.19
	E-5	6,247.23	635.01			46.11	5.54													6,293.34	303.29
	E-7	1,676.39	170.40	465.07	179.70	2,125.65	255.36													4,267.11	205.64
	Const.																				
	Total	11,223.97	1,140.88	1,699.37	656.63	9,660.58	1,160.56													22,583.92	1,088.38
33	Miles	37.298		1.200		3.670														42.168	
	M-1	3,153.41	84.55	221.70	184.75	784.20	213.68													4,159.31	98.64
	M-2	174.93	4.69			233.27	63.56													408.20	9.68
	M-3	17,752.33	475.96	1,152.44	960.37	2,671.20	727.85													21,575.97	511.67
	M-4	1,071.02	28.72																	1,071.02	25.40
	E-5	555.92	14.90																	555.92	13.18
	E-7	6,871.33	184.22																	6,871.33	162.95
	Const.																				
	Total	29,578.94	793.04	1,374.14	1,145.12	3,688.67	1,005.09													34,641.75	821.52
34	Miles	25.883				.097														25.980	
	M-1	1,546.90	59.77																	1,546.90	59.54
	M-2	6.32	.24																	6.32	.24
	M-3	16,849.32	650.98																	16,849.32	648.55
	M-4	286.47	11.07																	286.47	11.03
	E-5	468.80	18.11																	468.80	18.04
	E-7	11,470.96	443.19																	11,470.96	441.53
	E-8	244.70	9.45																	244.70	9.42
	Const.																				
	Total	30,873.47	1,192.81																	30,873.47	1,188.35
35	Miles	51.775		2.210		14.418								.437				.133		68.973	
	M-1	8,706.21	168.15	337.72	152.81	4,420.46	306.59							262.80	601.60			9.15	68.80	13,736.44	199.16
	M-2	241.02	4.66																	241.02	3.49
	M-3	23,992.65	463.40	448.58	202.98	4,660.43	323.24							219.30	501.83			4.80	36.09	29,325.76	425.18
	M-4	1,723.66	33.29			179.09	12.42							173.43	396.86					2,076.18	30.10
	E-5	6,179.18	119.35																	6,179.18	89.59
	E-7	3,861.94	74.59			440.76	30.57													4,302.70	62.38
	E-8	384.08	7.42											190.46	435.84					574.54	8.33
	Const.																				
	Total	45,088.74	870.86	786.30	355.79	9,700.74	672.82							846.09	1,936.13			13.95	104.89	56,435.82	818.23
36	Miles	16.118		.240																16.358	
	M-1	2,067.45	128.27																	2,067.45	126.39
	M-2	7.02	.44																	7.02	.43
	M-3	2,912.00	180.67	44.47	185.29															2,956.47	180.73
	M-4	1,634.63	101.41	206.64	861.00															1,841.27	112.56
	E-5	14.51	.90																	14.51	.89
	E-7	1,103.61	68.47																	1,103.61	67.47
	Const.																				
	Total	7,739.22	480.16	251.11	1,046.29															7,990.33	488.47

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

Schedule #24

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Rt.	Miles	23.582				.719						2.801		1.038						28.140	
37	M-1	$ 690.00	$ 29.26	$	$	$ 444.81	$ 618.65	$	$	$	$	$7,895.70	$2,818.89	$ 154.76	$ 149.09	$	$	$	$	$ 9,185.27	$ 326.41
	M-2	175.10	7.43																	175.10	6.22
	M-3	20,439.66	866.75			751.49	1,045.19					1,099.96	392.70	528.32	508.98					22,819.43	810.93
	M-4	67.70	2.87											123.29	118.78					190.99	6.79
	E-5											20.13	7.19	110.00	105.97					130.13	4.62
	E-7	3,483.82	147.73											14,675.61	14,138.35					18,159.43	645.32
	Const.																				
	Total	24,856.28	1,054.04			1,196.30	1,663.84					9,015.79	3,218.78	15,591.98	15,021.17					50,660.35	1,800.29
38	Miles	16.801										3.364								20.165	
	M-1	477.95	28.45									3,202.19	951.90							3,680.14	182.50
	M-2	103.39	6.15																	103.39	5.13
	M-3	12,973.28	772.17									2,474.70	735.64							15,447.98	766.08
	M-4	28.79	1.71																	28.79	1.43
	E-5	226.37	13.47																	226.37	11.23
	E-7	5,445.02	324.09									348.38	103.56							5,793.40	287.30
	E-8	4,698.35	279.65																	4,698.35	232.99
	Const.																				
	Total	23,953.15	1,425.69									6,025.27	1,791.10							29,978.42	1,486.66
39	Miles	33.897		6.535		.249								.521						41.252	
	M-1	2,084.73	61.50	8,940.47	1,357.70									123.55	237.14					11,148.75	270.26
	M-2	3,130.24	92.35																	3,130.24	75.88
	M-3	18,180.98	536.36	3,798.21	576.80															21,979.19	532.80
	M-4	800.18	23.61	463.86	70.44	149.16	599.04							.40	.77					1,413.60	34.27
	E-5	383.62	11.32	151.90	23.07															535.52	12.98
	E-7	1,578.78	46.57	526.48	79.95															2,105.26	51.03
	Const.																				
	Total	26,158.53	771.71	13,880.92	2,107.96	149.16	599.04							123.95	237.91					40,312.56	977.22
40	Miles	55.041		3.052																58.093	
	M-1	2,675.19	48.60	162.25	53.16															2,837.44	48.84
	M-2	125.80	2.29																	125.80	2.17
	M-3	50,346.86	914.71	99.80	32.70															50,446.66	868.38
	M-4	1,489.84	27.07																	1,489.84	25.64
	E-5	10.94	.20																	10.94	.19
	E-7	3,553.64	64.56																	3,553.64	61.17
	Const.																				
	Total	58,202.27	1,057.43	262.05	85.86															58,464.32	1,006.39
S-40	Miles	23.190																		23.190	
	M-1	349.55	15.07																	349.55	15.07
	M-3	19,604.50	845.39																	19,604.50	845.39
	M-4	77.71	3.35																	77.71	3.35
	E-7	3,254.38	140.34																	3,254.38	140.34
	E-8	84.66	3.65																	84.66	3.65
	Const.																				
	Total	23,370.80	1,007.80																	23,370.80	1,007.80
41	Miles	9.001												.389						9.390	
	M-1	536.63	59.62											92.06	236.66					628.69	66.95
	M-3	5,179.73	575.46											109.01	280.23					5,288.74	563.23
	M-4	486.93	54.10											19.02	48.89					505.95	53.88
	E-7	940.56	104.50											32.94	84.68					973.50	103.67
	E-8	13.11	1.46																	13.11	1.40
	Const.																				
	Total	7,156.96	795.14											253.03	650.46					7,409.99	789.13
S-41	Miles	18.768		.520						1.340										20.628	
	M-1	706.93	37.67	140.25	269.71					125.02	93.30									972.20	47.13
	M-3	20,962.10	1,116.90	72.44	139.31					233.93	174.57									21,268.47	1,031.05
	M-4																				
	E-7	3,435.66	183.06																	3,435.66	166.55
	Const.																				
	Total	25,104.69	1,337.65	212.69	409.02					358.95	267.87									25,676.35	1,244.73
42	Miles	42.921				3.435														46.356	
	M-1	2,218.84	51.70			247.78	72.13													2,466.62	53.21
	M-2	2,640.06	61.51																	2,640.06	56.95
	M-3	24,134.35	562.30			593.32	172.73													24,727.67	533.43
	M-4	1,099.27	25.61																	1,099.27	23.71
	E-5	4,220.56	98.33																	4,220.56	91.05
	E-7	4,061.10	94.62																	4,061.10	87.61
	E-8	48.33	1.13																	48.33	1.04
	Const.																				
	Total	38,422.51	895.20			841.10	244.86													39,263.61	847.00
43	Miles	47.369										*15.900								47.369	
	M-1	11,176.35	233.48									743.86	46.78							11,920.21	249.02
	M-2											608.08	38.24							608.08	12.70
	M-3	21,341.97	445.84																	21,341.97	445.84
	M-4	306.76	6.41																	306.76	6.41
	E-5	1,125.53	23.51									11.23	.71							1,136.76	23.75
	E-7	1,569.89	32.80																	1,569.89	32.80
	E-8	2.57	.05																	2.57	.05
	Const.																				
	Total	35,523.07	742.09									1,363.17	85.73							36,886.24	770.57

* Route #43 - Narrow gravel pavements 10' to 11' wide - parallel to concrete, not included in the total of mileage.

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

Schedule #28

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.- Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Rt.	Miles	24.497		8.600						2.435				3.191				3.203		41.926	
44	M-1	$ 2,482.05	$ 101.32	$ 1,823.99	$ 212.09	$	$	$	$	$ 91.94	$ 37.76	$	$	$ 295.67	$ 92.65	$	$	$	$	$ 4,693.63	$ 111.95
	M-3	8,332.77	340.15	4,699.18	546.42					498.09	204.55			1,314.56	411.96					14,844.60	354.07
	M-4	135.87	5.55	10.86	1.26					16.40	6.74			122.65	38.44					285.78	6.82
	E-5	7,154.46	291.24	34.41	4.00															7,168.87	170.99
	E-7	371.75	15.18	1,179.22	137.12															1,550.97	36.99
	Const.																				
	Total	18,456.88	753.44	7,747.66	900.89					606.43	249.05			1,732.88	543.05					28,543.85	680.82
45	Miles	30.321		6.591		.242								.930						38.084	
	M-1	5,946.27	196.11	1,226.12	186.05									49.50	53.23					7,221.89	189.63
	M-2	239.36	7.89																	239.36	6.29
	M-3	14,576.07	480.73	1,777.70	269.72									16.50	17.74					16,370.27	429.85
	M-4	207.42	6.84	28.88	4.38															236.30	6.20
	E-5	11,853.29	390.93	224.28	34.03															12,077.57	317.13
	E-7	1,260.59	41.57																	1,260.59	33.10
	Const.																				
	Total	34,083.00	1,124.07	3,256.98	494.16									66.00	70.97					37,405.98	982.20
46	Miles	20.667																		20.667	
	M-1	3,547.55	171.65																	3,547.55	171.65
	M-3	8,872.98	429.33																	8,872.98	429.33
	M-4	225.05	10.89																	225.05	10.89
	E-5	39.79	1.93																	39.79	1.93
	E-7																				
	Const.																				
	Total	12,685.37	613.80																	12,685.37	613.80
47	Miles	42.784		11.058												.500				54.342	
	M-1	3,423.07	80.01	1,028.50	93.01											39.78	79.56			4,491.35	82.65
	M-2	66.82	1.56																	66.82	1.23
	M-3	22,468.67	525.16	2,828.45	255.78											73.78	147.56			25,370.90	466.87
	M-4	210.81	4.93	98.25	8.88															309.06	5.69
	E-5	520.14	12.16																	520.14	9.57
	E-6	40.32	.94																	40.32	.74
	E-7	1,442.50	33.72	5,090.15	460.32															6,532.65	120.21
	E-8	100.88	2.36																	100.88	1.86
	Const.																				
	Total	28,273.21	660.84	9,045.35	817.99											113.56	227.12			37,432.12	688.82
48	Miles	34.315		8.026		22.596														64.937	
	M-1	1,714.49	49.96	177.24	22.08	5,455.41	241.43													7,347.14	113.14
	M-2	23.40	.68			18.96	.84													42.36	.65
	M-3	16,675.68	485.96	2,587.52	322.39	11,805.65	522.47													31,068.85	478.45
	M-4	613.74	17.89			110.47	4.89													724.21	11.15
	E-5					19.70	.87													19.70	.30
	E-7	25.75	.75	37.39	4.66	556.81	24.64													619.95	9.55
	E-8	2,704.44	78.81																	2,704.44	41.65
	Const.																				
	Total	21,757.50	634.05	2,802.15	349.13	17,967.00	795.14													42,526.65	654.89
49	Miles	43.081		.313		9.880						.896				.250				54.420	
	M-1	2,543.79	59.05	65.39	208.91	1,888.35	191.13					16.68	18.62			131.84	527.36			4,646.05	85.37
	M-2	8.90	.21			75.29	7.62													84.19	1.55
	M-3	20,560.07	477.23	1.52	4.86	3,427.07	346.87					150.26	167.70			6.73	26.92			24,145.65	443.69
	M-4	482.47	11.20									24.46	27.30							506.93	9.32
	E-5					19.72	2.00													19.72	.36
	E-7	608.64	14.13			146.51	14.82													755.15	13.88
	Const.																				
	Total	24,203.87	561.82	66.91	213.77	5,556.94	562.44					191.40	213.62			138.57	554.28			30,157.69	554.17
S-49	Miles	14.104																		14.104	
	M-1	125.96	8.93																	125.96	8.93
	M-3	7,200.33	510.51																	7,200.33	510.51
	M-4	449.71	31.89																	449.71	31.89
	Const.																				
	Total	7,776.00	551.33																	7,776.00	551.33
50	Miles	25.141				.200														25.341	
	M-1	1,138.64	45.29																	1,138.64	44.93
	M-2	12.58	.50																	12.58	.50
	M-3	11,456.90	455.71			120.69	603.45													11,577.59	456.87
	M-4	236.83	9.42																	236.83	9.35
	E-5	33.06	1.31																	33.06	1.30
	E-8	303.44	12.07																	303.44	11.97
	Const.																				
	Total	13,181.45	524.30			120.69	603.45													13,302.14	524.92
51	Miles	.342																		.342	
	M-1	19.53	57.10																	19.53	57.10
	M-3	38.99	114.00																	38.99	114.00
	M-4																				
	E-5	30.43	88.98																	30.43	88.98
	Const.																		673.01		673.01	
	Total	88.95	260.08																	673.01		761.96	260.08

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTES, TYPES OF PAVEMENTS AND CLASS OF WORK

Schedule #26

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulder.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Rt.	Miles											7.163								7.163	
54	M-3	$	$	$	$	$	$	$	$	$	$	$ 251.08	$ 35.05	$	$	$	$	$	$	$ 251.08	$ 35.05
	E-5											719.76	100.48							719.76	100.48
	Const.																				
	Total											970.84	135.53							970.84	135.53

ANALYSIS OF 1943 ROAD MAINTENANCE COST BY TYPES OF PAVEMENTS AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Miles	1405.306		81.590		141.048		8.664		18.429		30.803		14.748		1.430		34.769		1736.787	
M-1	$ 162,349.40	$ 115.53	$ 62,136.00	$ 761.56	$47,016.14	$ 333.33	$ 4,166.51	$ 480.90	$ 7,137.78	$ 387.31	$14,644.78	$ 475.43	$11,973.68	$ 811.89	$ 472.55	$ 330.45	$ 358.57	$ 10.31	$ 310,255.41	$ 178.64
M-2	24,091.33	17.14	17.40	.21	1,192.67	8.46	51.49	5.94			608.08	19.74							25,960.97	14.95
M-3	739,376.78	526.13	30,630.36	375.42	57,306.56	406.29	13,520.53	1,560.54	5,507.18	298.83	13,028.57	422.96	5,889.72	399.36	149.29	104.40	2,507.64	72.12	867,916.63	499.72
M-4	32,730.01	23.29	1,194.37	14.64	1,480.44	10.50	96.19	11.10	314.41	17.06	823.78	26.74	923.21	62.60			10.09	.29	37,572.50	21.63
E-5	105,666.85	75.19	1,732.97	21.24	432.82	3.07	2,983.69	344.38	558.62	30.31	1,404.20	45.59	2,470.14	167.49			207.50	5.97	115,456.79	66.48
E-6	66.69	.05					18.43	2.13											85.12	.05
E-7	198,369.63	141.16	11,316.11	138.69	7,161.67	50.77	781.70	90.22	1,338.99	72.66	623.11	20.23	29,686.42	2,012.91			5,541.60	159.38	254,819.23	146.72
E-8	10,508.97	7.48							628.95	34.13			190.46	12.91					11,328.38	6.52
T o t a l	1,273,159.66	905.97	107,027.21	1,311.76	114,590.30	812.42	21,618.54	2,495.21	15,485.93	840.30	31,132.52	1,010.69	51,133.63		621.84	434.85	8,625.40		1,623,395.03	
Const.													1,811.41				673.01		2,484.42	
GRAND TOTAL	$1,273,159.66	$ 905.97	$107,027.21	$1,311.76	$114,590.30	$ 812.42	$21,618.54	$2,495.21	$15,485.93	$ 840.30	$31,132.52	$1,010.69	$52,945.04	$3,467.16	$ 621.84	$ 434.85	$9,298.41	$ 248.07	$1,625,879.45	$ 934.71

---- ANALYSIS OF 1943 ROAD MAINTENANCE COST BY ROUTE AND TYPE OF PAVEMENT ----

Schedule #27

ROUTE	TOTAL		CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.	
NO.	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
1	$ 55,676.23	$2,117.66	$ 28,978.62	$1,439.68	$ 21,094.22	$7,057.28	$ 1,100.28	$ 827.28	$ 2,491.84	$5,904.83	$	$	$	$	$ 2,011.27	$2,220.67	$	$	$	$
S-1	3,025.09	961.87	2,982.88	975.43			42.21	435.17												
S-1-A	1,511.14	722.69	1,511.14	722.69																
3	15,172.28	1,750.18	15,026.61	1,749.51	132.50	8,833.33	13.17	202.62												
S-3	611.80	100.46	457.75	205.82											61.94	126.42			92.11	24.13
4	138,156.92	836.65	96,531.16	756.82	449.34	540.72	14,317.31	773.53					10,958.37	789.96	15,609.62	3,930.90	291.12	727.80		
S-4	1,050.24	658.30	1,050.24	658.30																
S-4-B	2,393.07	148.55																	2,393.07	148.55
5	11,677.28	2,627.06	10,634.92	3,064.81			1,042.36	1,069.09												
6	76,560.91	1,034.06	70,027.00	1,126.71	1,462.29	507.92	2,315.01	391.64	333.04	656.88							25.52	223.86	2,398.05	968.62
S-6	679.78	377.87	330.36	354.46	349.42	403.02														
6-A	34.66	26.00	34.66	26.00																
7	1,461.10	275.16	146.22	119.56			1,269.07	325.66	45.81	241.11										
8	12,019.80	501.79	11,773.12	494.05											246.68	1,989.36				
10	32,919.57	1,358.63	18,690.21	974.01	13,144.43	3,461.80			1,069.65	890.64					15.28	355.35				
12	15,052.71	1,396.35	8,785.16	921.84											6,267.55	5,014.04				
13-E	13.36	98.24											13.36	124.86						
17	22,591.59	862.24	17,591.39	678.55											5,000.20	18,116.66				
21	6,208.72	1,202.30	2,655.92	1,341.37			3,435.37	1,109.26							117.43	1,349.77				
22	9.13	62.11	9.13	62.11																
23	34,478.63	524.69	28,467.16	814.77			32.53	813.25			5,503.20	627.86			475.74	5,801.70				
24	23,830.90	706.76	20,420.96	775.78	1,788.87	778.10	1,493.40	306.97	127.67	552.68										
S-24	7,213.78	654.91	6,874.55	656.91	92.13	618.32	247.10	616.21												
25	191,316.90	1,684.96	132,005.34	1,520.37	24,783.11	1,678.50	15,287.06	2,268.78	17,348.70	3,488.58					1,892.69	7,422.32				
26	32,086.59	1,243.10	31,871.46	1,268.52			215.13	313.14												
27	35,462.89	804.48	16,321.81	896.56	319.30	388.91	18,619.95	778.55	201.83	177.05										
28	49,240.20	698.76	40,289.69	725.59	133.36	641.15	5,035.86	837.66									53.07	319.70	3,728.22	435.79
S-28	18,645.70	2,351.29	18,264.99	2,398.55											380.71	1,208.60				
29	63,465.82	1,218.69	62,222.51	1,210.35			1,243.31	1,861.25												
29-A	1,312.99	438.10	1,312.99	438.10																
30	41,119.96	857.32	37,974.37	805.22	842.89	5,545.33					975.30	7,445.04			1,327.40	2,654.80				
31	39,860.78	711.04	32,111.37	634.42	673.83	856.26					6,150.98	1,778.75			924.60	770.50				
S-31	14,928.42	764.85	10,067.14	690.95	375.84	7,830.00					1,891.12	822.23	2,594.32	997.81						
32	22,583.92	1,088.38	11,223.97	1,140.88	1,699.37	656.55	9,660.58	1,160.56												
33	34,641.75	821.52	29,578.94	793.04	1,374.14	1,145.12	3,688.67	1,005.09												
34	30,873.47	1,188.35	30,873.47	1,192.81																
35	56,435.82	818.23	45,088.74	870.86	786.30	355.79	9,700.74	672.82							846.09	1,936.13			13.95	104.89
36	7,990.33	488.47	7,739.22	480.16	251.11	1,046.29														
37	50,660.35	1,800.29	24,856.28	1,054.04			1,196.30	1,663.84					9,015.79	3,218.78	15,591.98	15,021.17				
38	29,978.42	1,486.66	23,953.15	1,425.69									6,025.27	1,791.10						
39	40,312.56	977.22	26,158.53	771.71	13,880.92	2,107.96	149.16	599.04							123.95	237.91				
40	58,464.32	1,006.39	58,202.27	1,057.43	262.05	85.85														
S-40	23,370.80	1,007.80	23,370.80	1,007.80																
41	7,409.99	789.13	7,156.96	795.14											253.03	650.46				
S-41	25,676.33	1,244.73	25,104.69	1,337.63	212.69	409.02					358.95	267.87								
42	39,263.61	847.00	38,422.51	895.20			841.10	244.86												
43	36,886.24	770.57	35,523.07	742.09									1,363.17	85.73						
44	28,543.85	680.82	18,456.88	753.44	7,747.66	900.89					606.43	249.05			1,732.88	543.05				
45	37,405.98	982.20	34,083.00	1,124.07	3,256.98	494.16									66.00	70.97				
46	12,685.37	613.80	12,685.37	613.80																
47	37,432.12	688.82	28,273.21	660.84	9,045.35	817.99											113.56	227.12		
48	42,526.65	654.89	21,757.50	634.05	2,802.15	349.13	17,967.00	795.14												
49	30,157.69	554.17	24,203.87	561.82	66.91	213.77	5,556.94	562.44					191.40	213.62			138.57	554.28		
S-49	7,776.00	551.33	7,776.00	551.33																
50	13,302.14	524.92	13,181.45	524.30			120.69	603.45												
51	761.96	260.08	88.95	260.08															673.01	
54	970.84	135.53											970.84	135.53						
TOTAL	$ 1,625,879.45	934.71	$1,273,159.66	$ 905.97	$ 107,027.21	$1,311.76	$ 114,590.30	$ 812.42	$ 21,618.54	$2,495.21	$15,485.93	$ 840.30	$31,132.52	$1,010.69	$52,945.04	$3,467.16	$ 621.84	$434.85	$9,298.41	$ 248.07

Schedule #28

Expenditures and Commitments
ELECTRICAL DIVISION
Jan. 1, 1943 to Dec. 31,1943

Expenditures:			
Direct:			
Salaries	$248,217.55		
Supervision	38,434.70		
Salary Labor	47,405.82		
Labor	796.40		
" Military Leave	1,405.00		
" Equip. Chauffeur	348.30		
Department Trucks	2,547.46		
" Cars	11,732.40		
" Equip.	237.65		
Purchase & Stores	1,392.83		
Material & Supplies	2,078.26		
" Fernwood	8,990.01		
Light, Heat & Water	28,887.64		
Current	439,325.53		
Travel Expense	101.77		
Telephone	2,711.84		
Chgs. from Maint.&Equip.	14,495.02		
Miscellaneous	1,606.47		
Medical & Compensation	3,138.97		
Frt.,Cartage & Storage	8.39	$853,862.01	
General:			
Salaries	$ 19,446.93		
Travel Expenses	122.01		
Office Supplies	972.07		
" Furn. & Equip.	237.90		
Photo.,Blueprinting,etc.	174.57		
Postage	747.81		
Telephone	2,022.44		
Building & Grounds	5,403.53		
Light, Heat & Water	59.75		
Equipment Rental	2,332.50		
Miscellaneous	204.31		
Insurance	3,309.33	$ 35,033.15	
TOTAL EXPENDITURES			$ 888,895.16
Commitments:			
Labor Unpaid	$ 364.67		
Material,Frt.,etc.	126,701.40		
Liability Compensation	2,416.27		
Municipal Aid Agree.	99,445.25		$ 228,927.59
TOTAL EXPENDITURES AND COMMITMENTS FROM APPROPRIATIONS			$ 1,117,822.75
STATUTORY INCREASE			32,472.93
TOTAL EXPENDITURES AND COMMITMENTS			$ 1,150,295.68
WAR ADJUSTMENT	$ 16,405.25		

Distribution of
Expenditures and Commitments
ELECTRICAL DIVISION
Jan. 1, 1943 to Dec. 31, 1943

Expenditures:	Total	Maintenance	Operation	Installation	Credit Work Done for Other Divisions
Lighting - State	$ 165,201.19	$ 4,795.22	$ 160,128.09	$ 277.88	$ 0
Lighting - Municipal Aid	252,892.48	0	252,892.48	0	0
Traffic Signals - State	83,091.55	42,872.30	33,124.15	7,095.10	0
Draw Bridge Operation	373,760.70	36,257.81	337,231.61	271.28	0
Accounts Receivable	10,653.50	0	0	0	10,653.50
Other Divisions	3,295.74	0	0	0	3,295.74
Total Expenditures	$ 888,895.16	$ 83,925.33	$ 783,376.33	$ 7,644.26	$ 13,949.24
Commitments:	228,927.59	4,670.35	116,257.24	108,000.00	0
T O T A L -	$1,117,822.75	$ 88,595.68	$ 899,633.57	$ 115,644.26	$ 13,949.24

Status of Allotment - Electrical Division

	Balance of Commitments 12-31-42	1943 Funds	Total Funds	Expenditures	Commitments	Total Expenditures & Commitments	Balance
Installation & Maintenance	$460,689.17	$410,000.00	$ 870,689.17	$501,185.22	$224,397.59	$ 725,582.81	$145,106.36
Op. of Bridges	80,925.66	325,000.00	405,925.66	373,760.70	4,530.00	378,290.70	27,634.96
Stat. Increase - Inst. & Maint.	0	7,654.88	7,654.88	7,654.88	0	7,654.88	0
Sta t. Increase- Op. of Bridges	0	24,818.05	24,818.05	24,818.05	0	24,818.05	0
T O T A L -	$541,614.83	$767,472.93	$1,309,087.76	$907,418.85	$228,927.59	$1,136,346.44	$172,741.32

Schedule #60

Distribution of Expenditures and Commitments
On Institutional Roads and Approaches
January 1, 1943 to Dec. 31, 1943

Projects	Expenditures Dec. 31, 1943	Balance of Commitments Dec. 31, 1943
Annandale Boys' Reformatory	$ 4,360.68	$ 2,639.32
Bordentown Prison Farm App. Rd.	5,914.36	2,085.64
Bordentown Industrial School for Colored Youth	2,662.09	1,287.12
Clinton Reformatory for Women	2,681.47	1,318.53
Glassboro Normal School Approach	450.79	0
Glen Gardener Tuberculosis Sanatorium	6,945.52	1,054.48
Greystone Park State Hospital	6,469.86	8,530.14
Hackettstown Game Farm Approach Rd.	828.96	0
Hackettstown Fish Hatchery Approach Rd.	32.56	0
Hillwood Lakes State Normal School	1,396.36	603.64
Jamesburg Boys' Reformatory App. Rd.	1,206.87	793.13
Leesburg Prison Farm	355.42	1,144.58
Marlboro State Hospital	8,851.77	2,148.23
Menlo Park Soldiers' Home	1,231.07	1,268.93
Montclair State Normal School	,263.02	486.98
New Lisbon State Colony	926.39	1,573.61
Rahway Reformatory Approach Rd.	290.07	11,313.13
Sea Girt Encampment	8,536.33	1,463.67
Skillman Village for Epileptics	4,621.10	378.90
Totowa Training School	1,007.33	492.67
Trenton State Hospital	4,458.74	541.26
Trenton State Home for Girls	808.50	191.50
Trenton School for Deaf	3,707.85	1,292.15
Vineland Disabled Soldiers' Home	582.56	917.44
Vineland Home for Feeble Minded Females	778.51	721.49
Vineland Home for Feeble Minded Colored	132.11	367.89
Woodbine Home for Feeble Minded Males	896.80	0
Morristown State Police Headquarters	425.58	0
Wilburtha State Police Headquarters	896.17	0
Fernwood Warehouse	241.89	7,258.11
Teaneck Armory	1,534.92	965.08
West Orange Armory	192.25	207.75
Washington Rock Park	106.53	193.47
High Point Park	6,670.34	0
Sussex County Agricultural Experiment Sta.	297.54	52.46
New Brunswick Agricultural Experiment Sta.	1,937.54	1,562.46
Edison Tower of Light	4.84	95.16
Caranza Monument App. Rd.	193.43	231.57
State House Parking Area	385.62	0
Woodbury Armory	8,153.76	846.24
Morristown Armory	62.26	137.74
Eggerts Crossing Armory 112th Field Art.	2,200.11	799.89
Parvin State Park	788.26	211.74
Washington Crossing Park	115.08	1,884.92
Swartswood Park	54.29	220.71
Stephens Park	797.34	202.66
Ringwood Manor Park	85.24	64.76

(Forward)

Schedule #31

Distribution of Expenditures and Commitments On Institutional Roads and Approaches January 1, 1943 to Dec. 31, 1943

(Cont'd)

Projects	Expenditures Dec. 31, 1943	Balance of Commitments Dec. 31, 1943
Voorhees Park	$ 1,955.47	$ 544.53
Stokes State Forest	1,002.26	1,497.74
Lebanon State Park	2,418.02	1,081.98
Penn State Forest	1,050.01	0
Bass River State Forest	275.94	224.06
Belle Plain State Forest	887.43	1,112.57
Camden Armory	920.38	0
Newark Armory	1,745.14	7,155.13
Cheesequake Park	0	7,966.88
Cumberland County Armory	,514.69	1,485.31
Freehold Armory	6,680.96	2,274.02
165th Field Artillery Armory	561.87	6,438.13
Bridgeton Armory	1,996.98	1,503.02
Rear of State House	718.84	0
Budinot Mansion, Elizabeth, N. J.	605.72	194.28
State House (Sidewalks)	1,196.28	0
Trenton Airport	308.11	0
Princeton Battle Mon.	0	125.00
Steuben House	0	125.00
Newark Garage	0	150.00
Vineland Garage	0	500.00
Vineland Poultry Laboratory	0	100.00
	$ 118,378.18	$ 90,026.80

Schedule #32

IMPROVEMENT OF WATER RESERVOIRS
Chapter #133, P.L. 1943
As of Dec. 31, 1943

FUNDS

Amount Appropriated		$ 32,000.00
Amount Transferred from Institutions and Agencies Dept.		14,643.00
Total -		$ 46,643.00

PROJECT CONTRACTED FOR

Cleaning Water Supply Reservoir at N. J. State Village at Skillman

Amount Obligated		$ 46,643.00
Expenditure by Contract	$ 31,975.51	
" Engr., Insp., etc.	2,583.04	34,558.55
Balance Committed		$ 12,084.45

Motor Vehicle Funds - County Aid

January 1, 1943 to December 31, 1943

Recapitulation of Funds & Disbursements

County	Balance on Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to Counties Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Atlantic	$ 85,577.70	$ 350,180.00	$ 41,709.00-	$ 0	$ 394,048.70	$ 372,702.98	$ 21,345.72
Bergen	0	443,720.00	0	0	443,720.00	443,720.00	0
Burlington	68,983.58	430,580.00	0	0	499,563.58	438,025.17	61,538.41
Camden	97,171.52	307,460.00	3,642.26-	0	400,989.26	330,816.88	70,172.38
Cape May	52,436.28	213,860.00	0	0	266,296.28	184,945.63	81,350.65
Cumberland	140,396.15	411,500.00	28,468.64-	0	523,427.51	350,068.41	173,359.10
Essex	0	529,880.00	0	0	529,880.00	529,880.00	0
Gloucester	55,933.44	275,240.00	0	0	331,173.44	237,441.31	93,732.13
Hudson	305,728.02	395,420.00	107,991.87-	0	593,156.15	402,320.28	190,835.87
Hunterdon	55,924.94	222,320.00	0	0	278,244.94	218,028.97	60,215.97
Mercer	35,759.03	239,360.00	0	0	275,119.03	263,405.57	11,713.46
Middlesex	24,033.12	314,540.00	0	0	338,573.12	338,573.12	0
Monmouth	35,410.95	349,880.00	21.85-	0	385,269.10	300,819.04	84,450.06
Morris	31,061.76	299,420.00	11,272.53-	0	319,209.23	319,209.23	0
Ocean	81,184.76	408,800.00	40,838.15-	912.15-	448,234.46	373,720.60	74,513.86
Passaic	19,074.99	306,980.00	0	0	326,054.99	326,054.99	0
Salem	136,088.54	259,280.00	0	0	395,368.54	230,822.15	164,546.39
Somerset	1,807.54	210,260.00	1,612.71-	0	210,454.83	209,823.00	631.83
Sussex	78,761.69	273,380.00	2,175.03-	0	349,966.66	265,916.44	84,050.22
Union	52,838.64	264,860.00	0	0	317,698.64	278,840.56	38,858.08
Warren	19,037.92	228,680.00	3,210.55-	0	244,507.37	209,642.99	34,864.38
Unallotted (M.V.R.)	340.55	0	340.55-	0	0	0	0
	$ 1,378,151.12	$6,735,000.00	$241,283.14-	$ 912.15-	$7,870,955.83	$6,624,777.32	$1,246,178.51
St.Treas.Invest.Acct. (Chap.#45,P.L.1943)	0	0	241,283.14+	0	241,283.14	0	241,283.14
	$ 1,378,151.12	$6,735,000.00	$ 0	$ 912.15-	$8,112,238.97	$6,624,777.32	$1,487,461.65

Motor Vehicle Fund - County Aid

Atlantic County

Project	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Transfers	Secondary & Feeder Roads Federal Aid Transfers	T o t a l	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Policing(Traffic Lights) 1942	$ 785.71	$ 0	$ 304.78-	$ 0	$ 480.93	$ 480.93	$ 0
Lighting Co.Rds. "	8,049.83	0	5,106.33-	0	2,943.50	2,943.50	0
Oper.of Bridges "	2,391.27	0	839.30-	0	1,551.47	1,551.47	0
Maint.&Repairs "	70,100.53	0	34,782.38-	0	35,318.15	35,318.15	0
Admin. & Engr. "	4,250.36	0	675.71-	0	3,574.65	3,574.65	0
Bonds & Interest1943	0	50,000.00	0	0	50,000.00	50,000.00	0
Policing(Traffic Lights) "	0	600.00	0	0	600.00	279.28	320.72
Lighting Co.Rds. "	0	12,400.00	0	0	12,400.00	7,300.10	5,099.90
Oper. of Bridges "	0	16,303.75	0	0	16,303.75	14,011.63	2,292.12
Maint.&Repairs "	0	235,412.35	0	0	235,412.35	222,747.73	12,664.62
Admin. & Engr. "	0	35,463.90	0	0	35,463.90	34,495.54	968.36
State Treas.Invest.Acct.	0	0	41,709.00+	0	41,709.00	0	41,709.00
	$85,577.70	$ 350,180.00	$ 0	$ 0	$435,757.70	$ 372,702.98	$ 63,054.72

Bergen County

Project	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Transfers	Secondary & Feeder Roads Federal Aid Transfers	T o t a l	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Bonds & Interest 1943	$ 0	$ 130,000.00	$ 0	$ 0	$130,000.00	$ 130,000.00	$ 0
Policing Co.Rds. "	0	65,000.00	0	0	65,000.00	65,000.00	0
Oper. of Bridges "	0	25,000.00	0	0	25,000.00	25,000.00	0
Maint.& Repairs "	0	192,720.00	0	0	192,720.00	192,720.00	0
Admin. & Engr. "	0	31,000.00	0	0	31,000.00	31,000.00	0
	$ 0	$ 443,720.00	$ 0	$ 0	$443,720.00	$443,720.00	$ 0

Schedule #35

Motor Vehicle Fund - County Aid

Burlington County

Project	Balance on Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Lighting - 1942	$ 1,397.57	$ 0	$ 0	$ 0	$ 1,397.57	$ 1,397.57	$ 0
Oper. of Bridges "	689.32	0	0	0	689.32	689.32	0
Maint. & Repairs "	45,426.85	0	0	0	45,426.85	45,426.85	0
Admin. & Engr. "	3,235.03	0	0	0	3,235.03	3,235.03	0
Lighting - 1943	0	2,254.19	0	0	2,254.19	1,219.47	1,034.72
Op. of Bridges "	0	6,827.00	0	0	6,827.00	6,097.02	729.98
Maint. & Repairs "	0	377,640.81	0	0	377,640.81	324,907.95	52,732.86
Admin. & Engr. "	0	43,058.00	0	0	43,058.00	36,817.15	6,240.85
Const. & Reconst.							
King's Hwy. Bridge, Moorestown	18,234.81	0	0	0	18,234.81	18,234.81	0
Hilton Road Bridge	0	800.00	0	0	800.00	0	800.00
	$ 68,983.58	$430,580.00	$ 0	$ 0	$499,563.58	$ 438,025.17	$ 61,538.41

Camden County

Project	Balance on Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Policing(Traffic Lights) 1941	$ 1,608.33	$ 0	$ 1,608.33-	$ 0	$ 0	$ 0	$ 0
Lighting "	184.99	0	184.99-	0	0	0	0
Bonds & Interest 1942	68,248.50	0	0	0	68,248.50	68,248.50	0
Policing(Traffic Lights) "	5,000.00	0	3,006.44-	0	1,993.56	1,993.56	0
Lighting "	3,200.00	0	185.65-	0	3,014.35	3,014.35	0
Op. of Bridges "	2,731.60	0	0	0	2,731.60	2,731.60	0
Maint. & Repairs "	11,205.26	0	1,343.15+	0	12,548.41	12,548.41	0
Admin. & Engr. "	2,598.81	0	0	0	2,598.81	2,598.81	0

Motor Vehicle Fund - County Aid

Camden County
(Contd.)

Project	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Bonds & Interest 1943	$ 0	$154,704.23	$ 0	$ 0	$154,704.23	$ 95,579.10	$ 59,125.13
Policing(Traffic Lights) "	0	5,000.00	0	0	5,000.00	0	5,000.00
Lighting "	0	3,000.00	0	0	3,000.00	0	3,000.00
Oper. of Bridges "	0	20,850.00	0	0	20,850.00	17,802.75	3,047.25
Maint. & Repairs "	0	98,045.64	0	0	98,045.64	98,045.64	0
Admin. & Engr. "	0	25,860.13	0	0	25,860.13	25,860.13	0
Const. & Reconst.							
County W.P.A. Proj.#2 Rds.-1939	1,004.70	0	0	0	1,004.70	1,004.70	0
County W.P.A. Proj.#7 Br.- 1940	1,389.33	0	0	0	1,389.33	1,389.33	0
State Treas.Invest.Acct.	0	0	3,642.26+	0	3,642.26	0	3,642.26
	$ 97,171.52	$307,460.00	$ 0	$ 0	$404,631.52	$ 330,816.88	$ 73,814.64

Cape May County

Project	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Bonds & Interest 1942	$ 1,475.00	$ 0	$ 0	$ 0	$ 1,475.00	$ 1,475.00	$ 0
Oper. of Bridges "	5,451.00	0	1,102.87-	0	4,348.13	4,348.13	0
Maint. & Repairs "	36,397.32	0	21,405.86-	0	14,991.46	14,991.46	0
Admin. & Engr. "	3,112.96	0	1.00-	0	3,111.96	3,111.96	0
Bonds & Interest 1943	0	80,800.00	0	0	80,800.00	70,855.00	9,945.00
Oper. of Bridges "	0	33,735.00	0	0	33,735.00	17,008.33	16,726.67
Maint. & Repairs "	0	77,945.00	28,509.73+	0	106,454.73	59,491.42	46,963.31
Admin. & Engr. "	0	21,380.00	0	0	21,380.00	13,664.33	7,715.67

Motor Vehicle Fund - County Aid

Cape May County
(Contd.)

Project	Balance on Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Const. & Reconst.	$	$	$	$	$	$	$
North Wildwood Rd.	6,000.00	0	6,000.00-	0	0	0	0
	$ 52,436.28	$213,860.00	$ 0	$ 0	$266,296.28	$ 184,945.63	$ 81,350.65

Cumberland County

Project	Balance on Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Lighting - 1942	$ 2,465.18	$ 0	$ 2,085.32-	$ 0	$ 379.86	$ 379.86	$ 0
Oper.of Bridges "	84.50	0	66.48-	0	18.02	18.02	0
Maint.& Repairs "	117,888.06	0	108,229.69-	0	9,658.37	9,658.37	0
Admin. & Engr. "	4,938.45	0	4,886.91-	0	51.54	51.54	0
Bonds& Interest 1943	0	53,560.99	0	0	53,560.99	53,560.99	0
Lighting "	0	4,000.00	0	0	4,000.00	1,583.67	2,416.33
Oper. of Bridges "	0	4,000.00	0	0	4,000.00	3,843.08	156.92
Maint. & Repairs "	0	283,939.01	101,819.72+	0	385,758.73	262,522.01	123,236.72
Admin. & Engr. "	0	25,000.00	0	0	25,000.00	18,450.87	6,549.13
Const. & Reconst.							
Denns Branch Bridge	5,500.00	0	5,500.00-	0	0	0	0
Minches Lane Bridge	7,400.00	0	7,400.00-	0	0	0	0
Lebanon Branch Bridge	500.00	0	500.00-	0	0	0	0
Blackwater Stream Br.	0	1,500.00	0	0	1,500.00	0	1,500.00
Tarkiln Branch Bridge	0	1,500.00	0	0	1,500.00	0	1,500.00
Channel Excav.at Sunset Lake Hd.of Cohansey Riv.	0	10,000.00	0	0	10,000.00	0	10,000.00
Pipe & Headwalls over Rocaps Run	0	1,500.00	0	0	1,500.00	0	1,500.00

Motor Vehicle Fund - County Aid

Cumberland County
(Contd.)

Project	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Transfers	Secondary & Feeder Roads Federal Aid Transfers	T o t a l	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Const.&Reconst(Contd)	$	$	$	$	$	$	$
Reconst.MauricetownBr.	0	25,000.00	0	0	25,000.00	0	25,000.00
" DurdingCrk.Br.	0	1,500.00	0	0	1,500.00	0	1,500.00
50% Basis							
ParvinsBranchBr.(S.E.Blvd)	80.82	0	80.82-	0	0	0	0
HarrowRunBr.(Cake Rd.)	350.73	0	350.73-	0	0	0	0
" " " (CenterDist.Rd)	1,188.41	0	1,188.41-	0	0	0	0
St.Treas.Invest.Acct.	0	0	28,468.64+	0	28,468.64	0	28,468.64
	$ 140,396.15	$411,500.00	$ 0	$ 0	$551,396.15	$ 350,068.41	$ 201,827.74

Essex County

Project	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Transfers	Secondary & Feeder Roads Federal Aid Transfers	T o t a l	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Bonds & Interest 1943	$ 0	$240,000.00	$ 0	$ 0	$240,000.00	$240,000.00	$ 0
Policing (Traffic Lights) "	0	32,000.00	0	0	32,000.00	32,000.00	0
Oper. of Bridges "	0	54,000.00	0	0	54,000.00	54,000.00	0
Maint. & Repairs "	0	151,000.00	0	0	151,000.00	151,000.00	0
Admin. & Engr. "	0	52,880.00	0	0	52,880.00	52,880.00	0
	$ 0	$529,880.00	$ 0	$ 0	$529,880.00	$529,880.00	$ 0

Gloucester County

Project	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Transfers	Secondary & Feeder Roads Federal Aid Transfers	T o t a l	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Lighting - 1940	$ 26.01	$ 0	$ 26.01-	$ 0	$ 0	$ 0	$ 0
Lighting - 1942	1,640.57	0	81.14-	0	1,559.43	1,559.43	0
Maint.&Repairs "	29,718.35	0	19,503.72-	0	10,214.63	10,214.63	0
Admin. & Engr. "	3,888.86	0	1,715.43-	0	2,173.43	2,173.43	0

Motor Vehicle Fund - County Aid

Gloucester County
(Contd.)

Project	Balance on Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Bonds & Interest 1943	$ 0	$ 34,972.50	$ 0	$ 0	$ 34,972.50	$ 34,972.50	$ 0
Lighting "	C	3,118.86	0	0	3,118.86	1,545.23	1,573.63
Maint.& Repairs "	0	218,748.64	21,000.33+	0	239,748.97	150,530.78	89,218.19
Admin. & Engr. "	0	18,400.00	0	0	18,400.00	15,459.69	2,940.31
Const.& Reconst.							
#8-K-6 Br. over Little Ease Run	4,538.85	0	0	0	4,538.85	4,538.85	0
#9-J-2 Br. over Branch of Still Run) #5-D-6 Br. over Branch of Raccoon Creek)	11,493.95	0	325.97+	0	11,819.92	11,819.92	0
#10-K-3 Bridge over Little Ease Run	4,626.85	0	0	0	4,626.85	4,626.85	0
	$ 55,933.44	$275,240.00	$ 0	$ 0	$331,173.44	$ 237,441.31	$ 93,732.13
Hudson County							
Ravine Road	$ 149,340.00	$ 0	$149,340.00-	$ 0	$ 0	$ 0	$ 0
General Repairs 1942	26,391.91	0	26,391.91-	0	0	0	0
County Wide-WPA #C239	129,996.11	0	68,155.74-	0	61,840.37	61,840.37	0
" " " " (Labor Charges)	0	0	4,983.21+	0	4,983.21	4,983.21	0
Penhorn Creek Bridge on Secaucus Rd.(Settlement of Claims)	0	0	5,240.04+	0	5,240.04	5,240.04	0
Clay St. Bridge	0	0	62,500.00+	0	62,500.00	62,500.00	0
Bonds & Interest 1943	0	200,000.00	0	0	200,000.00	200,000.00	0
Boulevard Repairs	0	40,000.00	0	0	40,000.00	35,897.25	4,102.75

Motor Vehicle Fund - County Aid

Hudson County
(Contd.)

Project	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Co. Rd. Repairs	$ 0	$138,010.00	$ 21,990.00+	$ 0	$160,000.00	$ 5,522.40	$ 154,477.60
Baldwin Ave.,Roadway	0	7,410.00	0	0	7,410.00	7,410.00	0
Avenue "C"	0	0	2,255.52+	0	2,255.52	0	2,255.52
Seaview & Romar Ave.	0	0	18,927.01+	0	18,927.01	18,927.01	0
Ocean Avenue	0	0	30,000.00+	0	30,000.00	0	30,000.00
Admin. & Engr.	0	10,000.00	10,000.00-	0	0	0	0
St.Treas.Invest.Acct.	0	0	107,991.87+	0	107,991.87	0	107,991.87
	$ 305,728.02	$395,420.00	$ 0	$ 0	$701,148.02	$ 402,320.28	$ 298,827.74
Hunterdon County							
Maint.& Repairs 1942	$ 35,039.73	$ 0	$ 21,460.03-	$ 0	$ 13,579.70	$ 13,579.70	$ 0
Admin. & Engr. "	4,102.87	0	1,736.86-	0	2,366.01	2,366.01	0
Bonds & Interest 1943	0	15,148.85	0	0	15,148.85	0	15,148.85
Maint. & Repairs "	0	172,537.86	28,602.55+	0	201,140.41	172,978.43	28,161.98
Admin. & Engr. "	0	22,100.00	0	0	22,100.00	17,728.15	4,371.85
Const. & Reconst.							
Somerset Co.Line - Dreahook, Sec. #2	11,389.88	0	13.20-	0	11,376.68	11,376.68	0
Quakertown-CherryvilleRd.	5,392.46	12,533.29	5,392.46-	0	12,533.29	0	12,533.29
	$ 55,924.94	$ 222,320.00	$ 0	$ 0	$278,244.94	$ 218,028.97	$ 60,215.97
Mercer County							
Maint.& Repairs 1942	$ 32,063.58	$ 0	$ 4,369.36-	$ 0	$ 27,694.22	$ 27,694.22	$ 0
Admin. & Engr. "	3,695.45	0	0	0	3,695.45	3,695.45	0

Motor Vehicle Fund - County Aid

Mercer County
(Contd.)

Project	Balance on Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Bonds & Interest-1943	$ 0	$ 36,695.00	$ 0	$ 0	$ 36,695.00	$ 36,695.00	$ 0
Maint. & Repairs "	0	181,027.54	4,369.36+	0	185,396.90	174,206.31	11,190.59
Admin. & Engr. "	0	21,637.46	0	0	21,637.46	21,114.59	522.87
	$ 35,759.03	$239,360.00	$ 0	$ 0	$275,119.03	$ 263,405.57	$ 11,713.46
Middlesex County							
Maint.& Repairs 1942	$ 24,033.12	$ 0	$ 0	$ 0	$ 24,033.12	$ 24,033.12	$ 0
Bonds & Interest 1943	0	90,000.00	0	0	90,000.00	90,000.00	0
Policing(Traffic Lights) "	0	1,860.00	0	0	1,860.00	1,860.00	0
Lighting "	0	802.00	0	0	802.00	802.00	0
Maint. & Repairs "	0	212,138.00	0	0	212,138.00	212,138.00	0
Admin. & Engr. "	0	9,740.00	0	0	9,740.00	9,740.00	0
	$ 24,033.12	$314,540.00	$ 0	$ 0	$338,573.12	$ 338,573.12	$ 0
Monmouth County							
Lighting - 1941	$ 21.85	$ 0	$ 21.85-	$ 0	$ 0	$ 0	$ 0
Lighting - 1942	3,733.50	0	0	0	3,733.50	3,733.50	0
Oper.of Bridges "	10,113.33	0	0	0	10,113.33	10,113.33	0
Maint. & Repairs "	19,643.02	0	0	0	19,643.02	19,643.02	0
Admin. & Engr. "	1,899.25	0	0	0	1,899.25	1,899.25	0

Motor Vehicle Fund - County Aid

Monmouth County
(Contd.)

Project		Balance On Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Bonds & Interest	1943	$ 0	$171,000.00	$ 0	$ 0	$171,000.00	$ 171,000.00	$ 0
Lighting	"	0	3,354.90	0	0	3,354.90	0	3,354.90
Oper. of Bridges	"	0	56,000.00	0	0	56,000.00	27,348.82	28,651.18
Maint. & Repairs	"	0	108,875.51	0	0	108,875.51	57,975.44	50,900.07
Admin. & Engr.	"	0	10,649.59	0	0	10,649.59	9,105.68	1,543.91
St.Treas.Invest.Acct.		0	0	21.85+	0	21.85	0	21.85
		$ 35,410.95	$349,880.00	$ 0	$ 0	$385,290.95	$ 300,819.04	$ 84,471.91

Morris County

Project		Balance On Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Policing (Traffic Lights)	1942	$ 2,000.00	$ 0	$ 2,000.00-	$ 0	$ 0	$ 0	$ 0
Maint. & Repairs	"	29,061.76	0	9,272.53-	0	19,789.23	19,789.23	0
Bonds & Interest	1943	0	126,407.50	0	0	126,407.50	126,407.50	0
Maint. & Repairs	"	0	153,952.50	0	0	153,952.50	153,952.50	0
Admin. & Engr.	"	0	19,060.00	0	0	19,060.00	19,060.00	0
St.Treas.Invest.Acct.		0	0	11,272.53+	0	11,272.53	0	11,272.53
		$ 31,061.76	$299,420.00	$ 0	$ 0	$330,481.76	$ 319,209.23	$ 11,272.53

Ocean County

Project		Balance On Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Bonds & Interest	1942	$ 10,768.01	$ 0	$ 275.51-	$ 0	$ 10,492.50	$ 10,492.50	$ 0
Policing (Traffic Lights)	"	3,000.00	0	784.16-	0	2,215.84	2,215.84	0
Lighting	"	3,798.00	0	594.96-	0	3,203.04	3,203.04	0
Maint. & Repairs	"	63,184.50	0	38,749.27-	0	24,435.23	24,435.23	0

Motor Vehicle Fund - County Aid

Ocean County
(Contd.)

Project	Balance on Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Bonds & Interest 1943	$ 0	$106,513.75	$ 0	$ 0	$106,513.75	$ 106,513.75	$ 0
Policing (Traffic Lights) "	0	2,000.00	0	0	2,000.00	0	2,000.00
Lighting "	0	3,768.60	0	0	3,768.60	0	3,768.60
Maint. & Repairs "	0	249,365.85	0	0	249,365.85	185,980.24	63,385.61
Admin. & Engr. "	0	40,880.00	0	0	40,880.00	40,880.00	0
Const. & Reconst.							
Trenton-Jacksons Mills- Lakewood-Lanes Mills- Cedar Bridge Road -	434.25	0	434.25-	0	0	0	0
Farraday Ave.(LakewoodTwp.)	0	3,000.00	912.15-	0	2,087.85	0	2,087.85
Beach Ave.(LongBeachTwp.)	0	3,271.80	0	0	3,271.80	0	3,271.80
Monmouth Rd.(Plumsted ")	0	0	912.15+	912.15-	0	0	•0
St.Treas.Invest.Acct.	0	0	40,838.15+	0	40,838.15	0	40,838.15
	$ 81,184.76	$ 408,800.00	$ 0	$. 912.15-	$489,072.61	$ 373,720.60	$ 115,352.01

Passaic County

Project	Balance on Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Bonds & Interest 1943	$ 0	$ 100,000.00	$ 0	$ 0	$100,000.00	$ 100,000.00	$ 0
Maint. & Repairs "	0	180,714.00	19,674.99+	0	200,388.99	200,388.99	0
Admin. & Engr. "	0	25,666.00	0	0	25,666.00	25,666.00	0
Const. & Reconst.							
Jackson Ave.,Bridge	4,027.52	0	4,027.52-	0	0	0	0
Br.#4-Union Valley Rd.	6,734.41	0	6,734.41-	0	0	0	0
" #5-Union Valley Rd.	8,913.06	0	8,913.06-	0	0	0	0
	$ 19,674.99	$ 306,380.00	$ 0	$ 0	$326,054.99	$ 326,054.99	$ 0

Schedule #44

Motor Vehicle Fund - County Aid

Salem County

Project		Balance on Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Lighting	1942	$ 391.40	$ 0	$ 0	$ 0	$ 391.40	$ 391.40	$ 0
Oper.of Bridges	"	618.61	0	156.68-	0	461.93	461.93	0
Maint.& Repairs	"	93,304.35	0	64,400.30-	0	28,904.05	28,904.05	0
Admin. & Engr.	"	7,514.86	0	5,014.75-	0	2,500.11	2,500.11	0
Lighting	1943	0	2,348.40	0	0	2,348.40	0	2,348.40
Oper.of Bridges	"	0	3,250.00	0	0	3,250.00	2,576.55	673.45
Maint.& Repairs	"	0	136,681.60	67,831.05+	0	204,512.65	142,443.68	62,068.97
Admin. & Engr.	"	0	26,000.00	0	0	26,000.00	18,034.53	7,965.47
Const. & Reconst.								
Alloway-Friesburg,Sec.2		259.32	0	259.32-	0	0	0	0
Tattletown-Jericho," 3		25,000.00	0	634.28+	0	25,634.28	25,144.18	490.10
Remsterville-Aldine Rd.		0	10,000.00	0	0	10,000.00	0	10,000.00
Daretown-Woodstown		0	10,000.00	0	0	10,000.00	0	10,000.00
Pedricktown-Nortonville		0	10,000.00	0	0	10,000.00	0	10,000.00
Broad St.,Penns Grove		0	10,000.00	0	0	10,000.00	0	10,000.00
Woodstown-Harrisonville		0	5,000.00	0	0	5,000.00	0	5,000.00
Front St.,& West Broadway		0	10,000.00	0	0	10,000.00	0	10,000.00
Bridge #1399-SoutherlyAbut.		9,000.00	0	1,365.72+	0	10,365.72	10,365.72	0
Centreton Bridge		0	11,000.00	0	0	11,000.00	0	11,000.00
Rainbow Lake Bridge		0	15,000.00	0	0	15,000.00	0	15,000.00
Hook Bridge		0	10,000.00	0	0	10,000.00	0	10,000.00
		$ 136,088.54	$259,280.00	$ 0	$ 0	$395,368.54	$ 230,822.15	$ 164,546.39

Somerset County

Project		Balance on Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Policing	1941	$ 150.00	$ 0	$ 150.00-	$ 0	$ 0	$ 0	$ 0
Lighting	"	41.90	0	41.90-	0	0	0	0

Schedule #45

Motor Vehicle Fund - County Aid

Somerset County
(Contd.)

Project	Balance on Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Policing - 1942	$ 150.00	$ 0	$ 150.00-	$ 0	$ 0	$ 0	$ 0
Lighting - "	229.99	0	35.16-	0	194.83	194.83	0
Bonds & Interest 1943	0	110,000.00	0	0	110,000.00	110,000.00	0
Policing (Traffic Lights) "	0	150.00	0	0	150.00	0	150.00
Lighting "	0	1,204.13	0	0	1,204.13	722.30	481.83
Maint. & Repairs "	0	77,849.87	0	0	77,849.87	77,849.87	0
Admin. & Engr. "	0	21,056.00	0	0	21,056.00	21,056.00	0
Const. & Reconst. Bridge#258-Dead Riv. 50% Basis	888.85	0	888.85-	0	0	0	0
Raritan-Centerville, Sec.#5	346.80	0	346.80-	0	0	0	0
St.Treas.Invest.Acct.	0	0	1,612.71+	0	1,612.71	0	1,612.71
	$ 1,807.54	$210,260.00	$ 0	$ 0	$212,067.54	$ 209,823.00	$ 2,244.54

Sussex County

Project	Balance on Allot. Dec.31,1942	Allotted 1943	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Maint. & Repairs 1942	$ 55,720.89	$ 0	$ 28,876.04-	$ 0	$ 26,844.85	$ 26,844.85	$ 0
Admin. & Engr. "	2,009.57	0	0	0	2,009.57	2,009.57	0
Bonds & Interest 1943	0	54,114.83	0	0	54,114.83	0	54,114.83
Maint. & Repairs "	0	197,265.17	47,732.24+	0	244,997.41	216,554.35	28,443.06
Admin. & Engr. "	0	22,000.00	0	0	22,000.00	20,507.67	1,492.33

Motor Vehicle Fund - County Aid

Sussex County
(Contd.)

Project	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Transfers	Secondary & Feeder Roads Federal Aid Transfers	T o t a l	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Const.&Reconst. Sparta Ave.-Newton 50% Basis	$ 18,856.20	$ 0	$ 18,856.20-	$ 0	$ 0	$ 0	$ 0
Underpass under the N.Y.S.& W.R.R. at Wm. S.Howell Farm	2,175.03	0	2,175.03-	0	0	0	0
St.Treas.Invest.Acct.	0	0	2,175.03+	0	2,175.03	0	2,175.03
	$ 78,761.69	$273,380.00	$ 0	$ 0	$352,141.69	$ 265,916.44	$ 86,225.25
Union County							
Oper.of Bridges 1940	$ 529.37	$ 0	$ 529.37-	$ 0	$ 0	$ 0	$ 0
Lighting 1942	896.07	0	203.49-	0	692.58	692.58	0
Oper. of Bridges "	2,413.82	0	1,009.77-	0	1,404.05	1,404.05	0
Maint. & Repairs "	48,999.38	0	37,115.45-	0	11,883.93	11,883.93	0
Bonds & Interest1943	0	100,000.00	0	0	100,000.00	100,000.00	0
Oper.of Bridges "	0	20,815.00	6,535.84-	0	14,279.16	14,279.16	0
Maint.& Repairs "	0	127,579.30	6,535.84+	0	134,115.14	134,115.14	0
Admin. & Engr. "	0	16,465.70	0	0	16,465.70	16,465.70	0
Const. & Reconst. Stiles St.,Linden & Pearl St.,Eliz.	0	0	38,858.08+	0	38,858.08	0	38,858.08
	$ 52,838.64	$264,860.00	$ 0	$ 0	$317,698.64	$ 278,840.56	$ 38,858.08

Motor Vehicle Fund - County Aid

Warren County

Project		Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Transfers	Secondary & Feeder Roads Federal Aid Transfers	T o t a l	Paid to County Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Policing (Traffic Lights)	1942	$ 139.11	$ 0	$ 37.47-	$ 0	$ 101.64	$ 101.64	$ 0
Lighting	"	355.41	0	127.22-	0	228.19	228.19	0
Maint. & Repairs	"	4,758.94	0	664.53+	0	5,423.47	5,423.47	0
Admin.& Engr.	"	2,607.75	0	499.84-	0	2,107.91	2,107.91	0
Policing (Traffic Lights)	1943	0	700.00	0	0	700.00	446.38	253.62
Lighting	"	0	900.00	0	0	900.00	684.58	215.42
Maint. & Repairs	"	0	186,880.00	0	0	186,880.00	183,702.26	3,177.74
Admin. & Engr.	"	0	20,200.00	0	0	20,200.00	16,948.56	3,251.44
Const. & Reconst.								
Allamuchy-Hackettstown, Sec.#2		7,966.16	0	7,966.16-	0	0	0	0
Alpha Bypass 50% Basis		0	20,000.00	7,966.16+	0	27,966.16	0	27,966.16
Greenwich St.,Belvidere		3,210.55	0	3,210.55-	0	0	0	0
St.Treas.Invest.Acct.		0	0	3,210.55+	0	3,210.55	0	3,210.55
		$ 19,037.92	$228,680.00	$ 0	$ 0	$247,717.92	$ 209,642.99	$ 38,074.93

Schedule #48

State Aid Appropriation
Jan. 1 to Dec. 31, 1943

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(Chap. #395, P. L. 1912)

		Balance on Allot. Dec.31,1942	Transfers	Total Dec.31,1943
Monmouth County	Freehold--Mt.HollyRd. (Monmouth County)	$ 12,789.03	$ 12,789.03-	$ 0
State Treasurer's Investment Account (Chap.#45, P. L. 1943)		0	12,789.03+	12,789.03

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)
Recapitulation of Funds & Disbursements
January 1, 1943 to December 31, 1943

County	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	Transfers	T o t a l	Expenditure Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Atlantic	$ 102,034.04	$ 253,600.00	$ 128,600.00	$ 87,629.92-	$ 139,404.12	$ 54,214.57	$ 85,189.55
Bergen	104,892.56	300,513.69	175,513.69	48,134.83-	181,757.73	135,132.14	46,625.59
Burlington	99,446.63	271,925.97	146,925.97	68,160.30-	156,286.33	73,680.29	82,606.04
Camden	153,498.73	252,662.84	127,662.84	123,008.31-	155,490.42	73,813.98	81,676.44
Cape May	45,104.34	265,000.00	140,000.00	45,104.34-	125,000.00	63,114.98	61,885.02
Cumberland	104,000.24	277,809.70	152,809.70	50,446.17-	178,554.07	96,455.96	82,098.11
Essex	207,555.05	341,320.00	216,320.00	131,996.08-	200,558.97	96,458.97	104,100.00
Gloucester	130,046.49	253,524.19	128,524.19	77,234.34-	177,812.15	33,393.19	144,418.96
Hudson	107,419.41	250,000.00	125,000.00	52,419.41-	180,000.00	52,710.53	127,289.47
Hunterdon	78,456.77	250,000.00	125,000.00	71,794.07-	131,662.70	53,962.70	77,700.00
Mercer	109,958.02	250,733.94	125,733.94	106,191.96-	128,766.06	53,766.06	75,000.00
Middlesex	134,523.44	302,012.97	177,012.97	93,526.73-	165,996.71	102,864.61	63,132.10
Monmouth	81,095.71	260,000.00	135,000.00	40,971.59-	165,124.12	79,920.24	85,203.38
Morris	81,683.66	260,090.32	135,090.32	71,183.66-	135,500.00	52,046.37	83,453.63
Ocean	84,286.18	257,373.58	132,373.58	38,619.29-	170,666.89	83,114.26	87,552.63
Passaic	123,593.00	256,750.00	131,750.00	93,671.20-	154,921.80	69,206.68	85,715.12
Salem	28,258.33	250,000.00	125,000.00	11,106.54-	142,151.79	57,521.54	84,630.25
Somerset	96,426.98	274,840.00	149,840.00	62,040.98-	159,386.00	64,434.80	94,951.20
Sussex	192,333.26	250,000.00	125,000.00	149,644.48-	167,688.78	64,882.07	102,806.71
Union	171,992.32	241,420.00	116,420.00	154,492.32-	142,500.00	62,688.47	79,811.53
Warren	90,695.18	248,028.00	123,028.00	67,634.30-	148,060.88	65,128.10	82,932.78
General Cancellation Fund	1,818.18	0	0	1,818.18-	0	0	0
	$ 2,329,118.52	$5,567,605.20	$2,942,605.20	$1,646,329.00-	$3,307,289.52	$1,488,510.51	$1,818,779.01
St.Treas.Invest.Acct. (Chap.#45,P.L.1943)	0	0	0	1,646,829.00+	1,646,829.00	0	1,646,829.00
	$ 2,329,118.52	*$5,567,605.20	$2,942,605.20	$ 0	$4,954,118.52	$1,488,510.51	$3,465,608.01

$2,625,000.00 - 1943 Funds
2,942,605.20 - From Cancellations
*$5,567,605.20

Schedule #50

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Atlantic	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1943	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Absecon City	Church St. & Natlie Terrace	$ 0	$ 6,000.00	$ 0	$ 6,000.00	$ 0	$ 6,000.00
" "	Huron Ave.,Delaware Ave.& So. West St.	28.19	0	28.19	0	0	0
" "	Lee Ave.,E. Bolton Ave.& Franklin Blvd.	5,300.00	0	5,300.00	0	0	0
Brigantine City	Brigantine Ave.	0	2,000.00	0	2,000.00	0	2,000.00
" "	Ocean Ave.,Sec.#2	4,000.00	0	4,000.00	0	0	0
Buena Vista Twp.	Flower St.(Storm Drainage Work)	7,156.12	0	0	7,156.12	0	7,156.12
" " "	Main Avenue	1,800.00	0	0	1,800.00	1,800.00	0
" " "	Main Rd., Sec. #2	0	5,000.00	0	5,000.00	0	5,000.00
Egg Harbor City	Arago Street	2,700.00	0	2,700.00	0	0	0
" " "	Atlantic & Boston Aves.	2,500.00	0	2,500.00	0	0	0
" " "	Buerger,Norfolk, Campe,Claudius Sts.	0	3,600.00	0	3,600.00	0	3,600.00
" " Twp.	Delaware Road	0	6,300.00	0	6,300.00	0	6,300.00
" " "	Leap Street	3,000.00	0	0	3,000.00	0	3,000.00
Hamilton Twp.	Malaga Road	1,800.00	0	0	1,800.00	1,766.57	33.43
" "	" " Sec.#2	0	3,500.00	0	3,500.00	0	3,500.00
Hammonton Town	15th St.& 2nd Rd.	5,000.00	0	5,000.00	0	0	0
" "	15th St., Sec.#2	4,500.00	0	4,500.00	0	0	0
" "	Madison,11th,Wilbur & Various Sts.	0	5,000.00	0	5,000.00	0	5,000.00
" "	Oak Rd. & 14th St.	740.51	0	740.51	0	0	0
Linwood City	Oak Rd.,Sec.#2 & Laurel Avenue	234.87	0	234.87	0	0	0
" "	Laurel Ave.,Sec.#2, Seaview, West & Devonshire Aves.	7,000.00	0	7,000.00	0	0	0
" "	VanSant Ave. & Oak Grove Ave.	0	6,400.00	0	6,400.00	0	6,400.00
Longport Boro.	15th,17th,16th, & 26th Avenues	180.90	0	180.90	0	0	0

Schedule #51

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Atlantic(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Margate City	Amherst Ave.,Sec.#2 & MonmouthAve." #3	$ 7,000.00	$ 0	$ 7,000.00	$ 0	$ 0	$ 0
" "	Nassau,Osborne,Pembroke,Quincy,Etc.	0	8,600.00	0	8,600.00	0	8,600.00
Mullica Twp.	Elwood-Weekstown, Sec. #2	4,900.00	0	4,900.00	0	0	0
" "	Locust St.,Anderson St.& Thurston Ave.	2,000.00	0	2,000.00	0	0	0
" "	Union, Broadway, Elm, Atlantic,Oak & Egg Harbor Road	0	3,600.00	0	3,600.00	0	3,600.00
NorthfieldCity	Fairbanks Avenue	0	9,100.00	0	9,100.00	0	9,100.00
" "	Roosevelt Ave.,Fairway & Putting Green	6,300.00	0	6,300.00	0	0	0
Pleasantville "	California,Edgewater & Glendale Aves.	11,900.00	0	11,900.00	0	0	0
" "	Reading & Bayview Avenues	1,254.10	0	1,254.10	0	0	0
" "	Woodland Ave. & E. Edgewater Ave.	0	9,100.00	0	9,100.00	0	9,100.00
PortRepublic "	Blakes Lane & Adams Ave.	1,800.00	0	1,800.00	0	0	0
SomersPointCity	Bethel Road	0	5,000.00	0	5,000.00	0	5,000.00
" " "	Groveland & Bay Avenue	4,500.00	0	4,500.00	0	0	0
Ventnor City	Balfour,Freemont,Oxford,Suffolk,& Somerset Sts.	8,100.00	0	8,100.00	0	0	0
" "	Winchester Ave.,Sec. #2,& Wyoming Ave.	587.76	0	587.76	0	0	0
Weymouth Twp.	Estell Avenue	0	1,800.00	0	1,800.00	0	1,800.00
" "	13th Ave.,Sec.#2, Drainage	648.00	0	0	648.00	648.00	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1942		0	3,600.00	3,600.00	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Atlantic(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		$ 0	$ 50,000.00	$ 0	$ 50,000.00	$ 50,000.00	$ 0
County Balance		7,103.59	125,000.00	132,103.59	0	0	0
State Treasurer's Investment Account (Chap.#45, P.L. 1943)		0	87,629.92	0	87,629.92	0	87,629.92
Bergen							
Bendix Boro	Malcolm Avenue	7,200.00	0	0	7,200.00	7,200.00	0
Cliffside Park Boro	Lafayette Ave.,Sec. #2, Drainage	3,818.20	0	1,517.80	2,300.40	2,300.40	0
E.RutherfordBoro	Central Avenue	0	9,735.00	0	9,735.00	0	9,735.00
Fort Lee Boro	Fletcher Ave.	2,250.00	0	2,250.00	0	0	0
Glen Rock Boro	Radburn Road	360.00	0	0	360.00	360.00	0
" " "	" " (Bit. Pen.Mac.Surf.)	2,500.00	0	0	2,500.00	2,500.00	0
HasbrouckHgts."	Franklin Ave.	16,200.00	0	0	16,200.00	16,118.33	81.67
Hohokus Twp.	Miller Rd.	4,500.00	0	4,500.00	0	0	0
" "	Miller Rd.,Sec.#2	4,000.00	0	4,000.00	0	0	0
" Boro	West Saddle River Rd.	5,400.00	0	1,188.00	4,212.00	0	4,212.00
LittleFerryBoro	Franklin St.	3,000.00	9,000.00	3,000.00	9,000.00	0	9,000.00
Maywood Boro	Spring Valley Rd., Sec.#2	2,900.00	0	2,900.00	0	0	0
Montvale Boro	Grand Avenue	0	13,000.00	0	13,000.00	0	13,000.00
Moonachie Boro	Henry Street	2,700.00	0	2,700.00	0	0 0	0
" "	" St.(Surf.)	2,700.00	0	2,700.00	0	0	0
Oakland Boro	East Oakland Ave. (Gr.Completion)	979.53	0	0	979.53	979.53	0
" "	W.OaklandAve.,Sec.#1	6,300.00	7,800.00	6,300.00	7,800.00	0	7,800.00
Old Tappan "	Orangeville & DeWolf Roads	0	26,209.64	15,000.00	11,209.64	11,209.64	0
" " "	Old Tappan Road	0	24,128.25	0	24,128.25	24,128.25	0
Ridgefield Boro	Elm Ave.,Sec.#2,New York St.,etc.	18,000.00	0	18,000.00	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Bergen(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Rivervale Twp.	Blue Hill & Orangeburg Roads	$ 0	$ 19,265.00	$ 19,265.00	$ 0	$ 0	$ 0
" "	Const.of Roadway to Camp Shank	0	8,670.00	742.89	7,927.11	7,927.08	.03
" "	Sand Rd., Sec.#2	5,000.00	0	5,000.00	0	0	0
SaddleRiverTwp.	5th St.,Sec.#2	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00	0
So.Hackensack"	Caliconeck Rd.	2,700.00	0	2,700.00	0	0	0
" " "	Chestnut Ave.,Sec. #2 & Sec. #3	3.16	0	3.16	0	0	0
Waldwick Boro	West Prospect Ave.	9,000.00	1,188.00	0	10,188.00	7,408.91	2,779.09
Wyckoff Twp.	Grandview Ave.	323.95	0	323.95	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		57.72	126,517.80	126,557.72	17.80	0	17.80
State Treasurer's Investment Account (Chap.#45, P. L. 1943)		0	59,434.83	11,300.00	48,134.83	0	48,134.83
Burlington							
Bass River Twp.	Old Atlantic City Rd.& S.Maple Ave.	1,920.00	1,800.00	1,920.00	1,800.00	0	1,800.00
" " "	W.Greenbush Rd.	1,394.59	0	0	1,394.59	1,394.59	0
Beverly City	Var.Sts.,1941	1,800.00	0	1,800.00	0	0	0
" "	Var.Sts.,1942	1,500.00	0	1,500.00	0	0	0
Bordentown "	West Street	5,000.00	0	5,000.00	0	0	0
Chester Twp.	Cedar Ave. & Boulevard Ave.	3,033.34	0	3,033.34	0	0	0
" "	Center Ave.-Drainage	1,666.66	0	0	1,666.66	0	1,666.66
" "	Coles Avenue	0	9,000.00	0	9,000.00	0	9,000.00
" "	Pine St.,Mill Rd. & E. Gradwell Ave.	4,050.00	0	4,050.00	0	0	0
" "	Woodlawn Ave. & Center Ave.	1,390.25	1,390.25	2,780.50	0	0	0
Chesterfield "	Sykesville Rd.	3,500.00	14,284.44	4,757.67	13,026.77	6,695.06	6,331.71

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Burlington(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1943	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Cinnaminson Twp.	Porklanding Road	$ 0	$ 7,200.00	$ 0	$ 7,200.00	$ 0	$ 7,200.00
" "	Lenola Road	6,000.00	0	6,000.00	0	0	0
Delran Twp.	Alden Ave.,Frederick,Rowland,etc.	570.86	570.86	1,141.72	0	0	0
" "	Garwood Road	5,000.00	1,800.00	5,000.00	1,800.00	0	1,800.00
Evesham Twp.	Evans Road	0	2,700.00	0	2,700.00	0	2,700.00
" "	Evesboro-Medford Rd., Sec. #2	4,309.66	0	19.31	4,289.85	4,289.85	0
Fieldsboro Boro	Washington Street	500.00	3,200.00	3,700.00	0	0	0
Florence Twp.	Knickerbocker Rd.	102.27	102.27	204.54	0	0	0
" "	" " (Surf.Completion)	5,595.69	0	0	5,595.69	5,595.69	0
" "	Potts Mill Rd. & Cedar Lane	5,709.35	0	5,709.35	0	0	0
" "	Railroad Avenue	0	3,600.00	0	3,600.00	0	3,600.00
Hainesport Twp.	Deacon Road	2,500.00	0	2,500.00	0	0	0
" "	Deacon Rd.,Sec.#2	0	3,600.00	0	3,600.00	0	3,600.00
" "	New Road	1,251.28	0	0	1,251.28	1,251.28	0
Lumberton Twp.	New Road	1,612.64	0	0	1,612.64	1,612.64	0
" "	Masonville Road	3,000.00	0	3,000.00	0	0	0
" "	Masonville Rd.,Sec.#2	0	3,600.00	0	3,600.00	0	3,600.00
Mansfield Twp.	Hedding-Mansfield Rd.	0	2,700.00	0	2,700.00	0	2,700.00
" "	Petticoat Bridge Rd.	3,500.00	0	3,500.00	0	0	0
Medford Twp.	Masonville Road	3,302.39	0	92.18	3,210.21	3,210.21	0
" "	Masonville Rd.,Sec.#2	2,147.61	0	2,147.61	0	0	0
" "	Melrose Station Rd.	0	1,800.00	0	1,800.00	0	1,800.00
Medford Lakes	Tabernacle Rd. & McKendimen Rd.	3,000.00	1,260.00	3,000.00	1,260.00	0	1,260.00
Mt.Laurel Twp.	Elbo Lane,Sec.#2	2,500.00	0	2,500.00	0	0	0
" " "	" " " #3	0	3,600.00	0	3,600.00	0	3,600.00
No.Hanover Twp.	Paulson Rd.	156.16	156.16	312.32	0	0	0
" " "	Sykesville Rd.	2,500.00	3,757.67	2,500.00	3,757.67	0	3,757.67

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Burlington(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
		$	$	$	$	$	$
Pemberton Twp.	Birmingham,No.Pemberton, Sec.#3	1,919.56	0	1,038.59	880.97	880.97	0
" "	Browns Mills Junction Road	0	5,400.00	0	5,400.00	0	5,400.00
Riverside Twp.	Monroe,Adams,Jefferson & Washington Sts.	3,000.00	0	3,000.00	0	0	0
" "	Rancocas & Lippincott Aves.	0	2,700.00	0	2,700.00	0	2,700.00
Shamong Twp.	Smalls-Oak Shade Rd.	0	3,600.00	0	3,600.00	0	3,600.00
Springfield Twp.	Cedar Lane Road	0	3,600.00	3,600.00	0	0	0
" "	Three Tuns Rd.	0	3,600.00	0	3,600.00	0	3,600.00
Tabernacle Twp.	Carranza Monument Rd.	5,000.00	0	5,000.00	0	0	0
" "	Hedgerhouse Rd.,Sec.#2	1,274.58	1,274.58	2,549.16	0	0	0
Westampton Twp.	New Rd., Sec.#2	2,000.00	0	2,000.00	0	0	0
" "	" " " #3	0	2,700.00	0	2,700.00	0	2,700.00
Willingboro Twp.	Stokes Road	3,500.00	0	3,500.00	0	0	0
Woodland Twp.	Socy Place-Hedger House Rd.,Sec.#2	3,000.00	0	3,000.00	0	0	0
" "	Socy Place-Hedger House, Sec. #3	0	6,510.00	0	6,510.00	0	6,510.00
Wrightstown Boro	Springfield-Juliustown Rd.	1,000.00	0	1,000.00	0	0	0
" "	Springfield-Juliustown Rd.,Sec.#2	0	2,430.00	0	2,430.00	0	2,430.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	48,750.00	0	48,750.00	48,750.00	0
County Balance		239.74	125,239.74	124,229.48	1,250.00	0	1,250.00
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	78,394.16	10,233.86	68,160.30	0	68,160.30
Camden							
Audubon Boro	Wyoming Avenue	10,000.00	0	10,000.00	0	0	0

Schedule #56

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Camden(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Audubon Boro.	Wyoming Ave.,Sec.#2	$ 10,000.00	$ 0	$10,000.00	$ 0	$ 0	$ 0
BarringtonBoro	Wood Avenue	3,540.00	0	3,540.00	0	0	0
Delaware Twp.	Various Streets	6,855.88	0	6,855.88	0	0	0
" "	Browning Lane	8,424.12	0	0	8,424.12	8,325.81	98.31
" "	Cropwell Road	0	17,085.00	0	17,085.00	0	17,085.00
GloucesterCity	King Street	10,050.00	863.63	0	10,913.63	10,913.63	0
" Twp.	Turnerville-Erial Rd.	1,162.84	0	1,162.84	0	0	0
" "	Williamstown-Chews Landing Road	7,000.00	0	7,000.00	0	0	0
" "	Williamstown-Chews Landing Rd.,Sec.#2	0	4,050.00	0	4,050.00	0	4,050.00
HaddonfieldBoro	Kings Highway	12,190.00	0	12,190.00	0	0	0
Laurel Springs"	E.AtlanticAv.,Sec.#1	19,005.47	0	19,005.47	0	0	0
" " "	E.AtlanticAv.,Sec.#1	0	1,500.00	0	1,500.00	0	1,500.00
Merchantville "	Maple Ave.,Sec.#4	0	30,645.00	0	30,645.00	0	30,645.00
Mt.Ephraim Boro	Centre St.& 6th Ave.	6,460.00	0	6,460.00	0	0	0
Oaklyn Boro.	Sylvan Ave.(Kendall Blvd.)	4,000.00	0	4,000.00	0	0	0
" "	Sylvan Ave.,Sec.#2	4,500.00	0	4,500.00	0	0	0
Pennsauken Twp.	Union Ave.	15,590.00	0	15,590.00	0	0	0
" "	Union Ave.,Sec.#2	3,510.00	0	3,510.00	0	0	0
" "	Union Ave.,Sec.#3	0	11,700.00	0	11,700.00	0	11,700.00
Somerdale Boro	E.Atlantic Ave.	13,500.00	0	13,500.00	0	0	0
Waterford Twp.	Bartram Ave. & Cooper Folly Rd.	3,600.00	0	3,600.00	0	0	0
" "	Genesee Avenue	0	3,060.00	0	3,060.00	0	3,060.00
" "	Linden Avenue	0	1,620.00	0	1,620.00	0	1,620.00
" "	Tremont Avenue	4,600.00	0	25.46	4,574.54	4,574.54	0
Winslow Twp.	Old Chews Landing Rd.	5,078.13	0	0	5,078.13	0	5,078.13
" "	" " " " Sec.#2	3,700.00	0	3,700.00	0	0	0
" "	Spring Garden St.	0	6,840.00	0	6,840.00	0	6,840.00

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Camden(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		$ 0	$ 50,000.00	$ 0	$ 50,000.00	$ 50,000.00	$ 0
County Balance		732.29	125,299.21	126,031.50	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	123,008.31	0	123,008.31	0	123,008.31
Cape May							
Avalon Boro.	Var.Sts.,1941,1st & Avalon Aves.	1.45	0	1.45	0	0	0
" "	Second Avenue	1,706.00	0	1,706.00	0	0	0
" "	2nd,1st,Avalon,7th, 24th Sts.	0	2,500.00	0	2,500.00	0	2,500.00
Cape May City	Var. Sts., 1941	175.60	0	175.60	0	0	0
" " "	New Jersey Ave. & Var. Sts.	7.84	0	7.84	0	0	0
" " "	N.J.,Wilmington,Brooklyn,Baltimore,Etc.Aves.	0	15,000.00	15,000.00	0	0	0
" " "	Pennsylvania Ave.	0	15,000.00	0	15,000.00	13,114.98	1,885.02
Cape May Point	Central Ave.& Pavillion Cir.,Ocean,Cape,Etc.Aves.	170.93	0	170.93	0	0	0
N.WildwoodCity	3rd,N.J.,12th,15th, 18th,21st,etc.Aves.	33.00	0	33.00	0	0	0
" " "	Var.Sts., 1942	15,000.00	0	15,000.00	0	0	0
" " "	4th,5th,9th,10th, 18th Aves.	0	15,000.00	0	15,000.00	0	15,000.00
Ocean City	1st,11th,18th,Sts., Simpson Ave.& 13th St.	65.83	0	65.83	0	0	0
" "	18th,13th,5th,Atlantic Blvd.	0	17,500.00	0	17,500.00	0	17,500.00
SeaIsle City	Central Ave.	5,000.00	0	5,000.00	0	0	0
" " "	Central Ave.,43rd,42nd, 35th,34th,33rd,32nd,etc.	0	5,000.00	0	5,000.00	0	5,000.00
" " "	Various Sts., 1941	165.09	0	165.09	0	0	0
StoneHarborBoro	104th Street	4,000.00	0	4,000.00	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Cape May (Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
StoneHarbor Boro	104th St.& Golden Gate Road	$ 0	$ 4,000.00	$ 0	$ 4,000.00	$ 0	$ 4,000.00
Wildwood City	Var. Sts., 1941	778.60	0	778.60	0	0	0
" "	Var. Sts., 1942	12,000.00	0	12,000.00	0	0	0
" "	N.Y., N.J., Pine, Leaming, etc.	0	12,000.00	0	12,000.00	0	12,000.00
" Crest	Atlantic Avenue	2,000.00	2,000.00	2,000.00	2,000.00	0	2,000.00
" "	Crocus And Forget-menot Roads	2,000.00	0	2,000.00	0	0	0
Woodbine Boro	Adams and DeHirsch Aves.	0	2,000.00	0	2,000.00	0	2,000.00
" "	Adams Ave.,Sec.#2	2,000.00	0	2,000.00	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	125,000.00	125,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	45,104.34	0	45,104.34	0	45,104.34
Cumberland							
Commercial Twp.	Berry Avenue	1,080.00	3.96	7.92	1,076.04	1,076.04	0
" "	Jeffreys Road	3,150.00	0	3,150.00	0	0	0
" "	Light House Road	0	2,700.00	0	2,700.00	0	2,700.00
" "	Miller Road	0	4,050.00	0	4,050.00	0	4,050.00
" "	Snow Hill Rd.,Sec.#2	3,420.00	0	3,420.00	0	0	0
" "	" " " " #3	0	1,350.00	0	1,350.00	0	1,350.00
Deerfield Twp.	Jesse Bridge Road	6,120.00	0	6,120.00	0	0	0
" "	Kenyon Ave.,Sec.#2	.54	.54	1.08	0	0	0
" "	Willow St.,Poplar St., Sec.#2,Maxin,etc.	2,980.00	0	2,980.00	0	0	0
Downe Twp.	Hand's Creek Road	4,050.00	4,050.00	4,050.00	4,050.00	4,050.00	0
" "	" " " Sec.#2	0	3,150.00	0	3,150.00	0	3,150.00
" "	Hand's Crk.Rd.,Sec.#3	0	2,700.00	0	2,700.00	0	2,700.00
" "	Husted Road	0	2,700.00	0	2,700.00	2,517.21	182.79

Schedule #59

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Cumberland(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Downe Twp.	Raybins Beach Rd.	$ 0	$ 4,050.00	$ 0	$ 4,050.00	$ 0	$ 4,050.00
" "	Shaw's Mill Rd.	12.93	12.93	25.86	0	0	0
" "	" " " Sec.#2	4,500.00	0	4,500.00	0	0	0
Fairfield Twp.	Clark's Pond Rd., Sec.#1	4,800.00	0	0	4,800.00	4,702.09	97.91
" "	Clark's Pond Rd., Sec. #2	0	3,150.00	0	3,150.00	0	3,150.00
" "	Fairton-Millville Rd.,Sec.#1,2,&3	0	9,360.00	0	9,360.00	0	9,360.00
" "	Robinson Road	3,600.00	0	0	3,600.00	3,596.36	3.64
" "	Shoemaker Road	0	2,250.00	0	2,250.00	0	2,250.00
" "	Stage Coach Rd.	0	4,050.00	0	4,050.00	0	4,050.00
Greenwich Twp.	Stock Rd.,Sec.#2	0	4,050.00	0	4,050.00	0	4,050.00
" "	Reed Island Rd.	2,250.00	0	0	2,250.00	2,011.76	238.24
Hopewell Twp.	Ashoff Rd.	1,350.00	1,350.00	2,700.00	0	0	0
" "	John Dare Road	0	3,571.25	0	3,571.25	0	3,571.25
" "	Kinkle Road	0	2,250.00	0	2,250.00	0	2,250.00
" "	Oak Villa Rd.	1,350.00	608.43	1,399.66	558.77	558.77	0
Landis Twp.	Italia,Florence & West Avenues	0	8,100.00	0	8,100.00	0	8,100.00
" "	Park Ave. & New Pear St., Sec. #2	0	5,340.00	0	5,340.00	0	5,340.00
" "	Union Rd.(Trento to Piacenzia)	14,000.00	0	0	14,000.00	14,000.00	0
Lawrence Twp.	Eagle Island Rd.	4,420.00	0	211.55	4,208.45	4,208.45	0
" "	Eagle Island Rd - Cedar Creek Rd.	0	5,400.00	0	5,400.00	0	5,400.00
Maurice River "	Bay Ave., Sec.#1 & 2	2.61	2.61	5.22	0	0	0
" " "	Cannon Range Road	0	2,700.00	0	2,700.00	0	2,700.00
" " "	McDonald Ave.,Sec.#2	3,150.00	2.79	5.58	3,147.21	3,147.21	0
" " "	Taylor Rd.,Sec.#2	3,600.00	7.65	15.30	3,592.35	3,592.35	0
Stow Creek Twp.	Seventh Day Mill Rd.	1.41	1.41	2.82	0	0	0

Schedule #60

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Cumberland (Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Stow Creek Twp.	Sand Wash Rd.Sec.#1	$ 3,000.00	$ 0	$ 0	$ 3,000.00	$ 2,995.72	$ 4.28
" " "	" " " " #2	0	2,250.00	0	2,250.00	0	2,250.00
Upper Deerfield	Boyd Fox Rd.,Sec.#2	3,400.00	0	3,400.00	0	0	0
Vineland Boro	Eighth Street	9,000.00	0	9,000.00	0	0	0
" "	Grape Street	0	8,100.00	8,100.00	0	0	0
" "	Var.Sts.,Park,West & Crystal Aves.	2,146.64	0	2,146.64	0	0	0
" "	Park Drive,Sixth & Cambridge Ave.	0	11,100.00	0	11,100.00	0	11,100.00
" "	Peach Street	9,000.00	0	9,000.00	0	0	0
" "	Plum & New Pear St.	2,217.98	0	2,217.98	0	0	0
" "	Plum Street	10,000.00	3,000.00	13,000.00	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		1,398.13	126,398.13	127,796.26	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943.)		0	60,884.62	10,438.45	50,446.17	0	50,446.17
Essex							
* Bellville Town	Main Street	26,374.40	10,000.00	0	36,374.40	36,374.40	0
* " "	" " Sec.#2	0	20,900.00	10,000.00	10,900.00	10,900.00	0
Bloomfield Twn.	Glenwood Ave. & Prospect St.	4,481.75	0	4,481.75	0	0	0
Caldwell Twp.	Big Piece Rd.,Sec.#1	0	18,000.00	0	18,000.00	0	18,000.00
* " "	New Dutch Lane	2,997.01	0	2,997.01	0	0	0
" Boro	Prospect Street	9,000.00	0	9,000.00	0	0	0
Cedar Grove Twp.	Sherman Ave.	3,950.73	0	3,950.73	0	0	0
" " "	" "(Surf.Tr.)	10,000.00	0	10,000.00	0	0	0
Essex FellsBoro	Rensselaer Rd.,Sec. #2 & Hillbury Rd.	553.46	0	553.46	0	0	0
" " "	Rensselaer Rd.,Sec. #3,Oldchester & Fells Rd.	9,000.00	0	9,000.00	0	0	0
" " "	Rensselaer Rd.,Sec.#4	0	9,000.00	0	9,000.00	0	9,000.00
Irvington Town	No. Maple Ave.	0	8,300.00	0	8,300.00	0	8,300.00

* For Addtl. Funds see Twp. & Boro. Maint. Statement.

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Essex (Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1943	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Irvington Town	Olson Place	$ 0	$ 1,800.00	$ 0	$ 1,800.00	$ 0	$ 1,800.00
" "	Western Parkway	0	3,000.00	0	3,000.00	0	3,000.00
Livingston Twp.	Burnet Street	0	11,500.00	0	11,500.00	0	11,500.00
" "	Crescent Road	7,625.60	0	7,625.60	0	0	0
" "	Dorsa Avenue	0	11,500.00	11,500.00	0	0	0
" "	Hillside Ave.,Sec.#2	9,000.00	0	9,000.00	0	0	0
Maplewood Twp.	Burnett Ave.,Widening,Sec.#2	10,948.21	0	10,948.21	0	0	0
" "	Cedar Lane	5,000.00	11,000.00	5,000.00	11,000.00	0	11,000.00
Montclair Town	Bellevue Avenue	0	18,500.00	0	18,500.00	0	18,500.00
Millburn Twp.	Hobart Avenue	17,872.41	0	17,872.41	0	0	0
Montclair Town	Claremont Ave.	819.53	0	819.53	0	0	0
N.Caldwell Boro	Grandview Place	4,500.00	0	4,500.00	0	0	0
Nutley Town	Joerg Avenue	8,800.00	0	8,800.00	0	0	0
" "	Windsor Place	0	11,500.00	0	11,500.00	0	11,500.00
Verona Boro	Derwent Ave.	12,000.00	0	12,000.00	0	0	0
W. Caldwell Boro	Park Ave.,Sec.#2 & Washington Ave.	12,000.00	0	12,000.00	0	0	0
" " "	Washington Ave.,Sec.#2	0	11,500.00	0	11,500.00	0	11,500.00
" " "	Woodrow Place & Park Avenue	15,000.00	0	725.43	14,274.57	14,274.57	0
West Orange Town	Harrison Avenue	1,856.74	0	1,856.74	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro Roads, 1942		0	34,910.00	0	34,910.00	34,910.00	0
County Balance		35,775.21	159,910.00	195,685.21	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	166,906.08	34,910.00	131,996.08	0	131,996.08
Gloucester							
Clayton Boro	Maple Street	4,500.00	0	4,500.00	0	0	0
" "	Pearl Street	0	4,500.00	0	4,500.00	0	4,500.00

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Gloucester(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Deptford Twp.	1st,2nd,3rd,6th, Summit,Poplar,etc.	$ 0	$ 6,000.00	$ 0	$ 6,000.00	$ 0	$ 6,000.00
" "	Ogden Road	2,100.00	0	0	2,100.00	0	2,100.00
E.Greenwich Twp.	Various Sts.,1942	370.00	0	370.00	0	0	0
" " "	Lodge,Berkley,Bell, Lewis, etc.	0	4,000.00	0	4,000.00	0	4,000.00
Elk Twp.	Buck Rd.,Sec.#4	0	720.00	0	720.00	0	720.00
" "	Ewan-Bridgeton Rd.	0	4,000.00	0	4,000.00	0	4,000.00
" "	Glassboro & Ferrell Rd.,Sec.#1	1,000.00	0	0	1,000.00	987.34	12.66
" "	Glassboro-Ferrell, Sec.#2	1,800.00	0	0	1,800.00	1,297.98	502.02
" "	Harrisonville-Ferrell	1,800.00	0	0	1,800.00	1,791.72	8.28
Franklin Twp.	Buck Road	1,800.00	0	0	1,800.00	1,800.00	0
" "	Marshall Mill Rd., Sec.#3	0	7,000.00	0	7,000.00	0	7,000.00
" "	Victoria Ave.,Sec.#5	1,800.00	0	0	1,800.00	1,800.00	0
" "	Washington Ave.	4,000.00	0	0	4,000.00	2,700.00	1,300.00
Glassboro Boro	Various Sts.,1941	5,000.00	5,000.00	5,000.00	5,000.00	0	5,000.00
Greenwich Twp.	Jefferson Street	1,102.50	0	1,102.50	0	0	0
" "	No.Delaware St.	700.00	0	0	700.00	644.94	55.06
" "	Rambo Avenue,Sec.#2	756.00	0	0	756.00	0	756.00
" "	Swedesboro Rd.,Sec.#2	2,115.00	0	2,115.00	0	0	0
" "	Washington & Var. Sts., 1942	4,526.50	0	4,526.50	0	0	0
" "	Watkins,Weiss,Centre, St. Ext.,Vine,etc.	0	5,000.00	0	5,000.00	0	5,000.00
Harrison Twp.	Back Creek Rd.,Sec.#2	4,300.00	0	4,300.00	0	0	0
" "	Jackson Road	0	4,000.00	0	4,000.00	0	4,000.00
" "	Sander Road	3,000.00	0	3,000.00	0	0	0
" "	Walters Rd.	260.14	0	0	260.14	0	260.14
Logan Twp.	Beckett Rd.,Sec.#1	.04	0	0	.04	0	.04
" "	" " " #2	2.36	0	0	2.36	0	2.36
" "	Cedar Swamp Rd.	0	7,650.00	0	7,650.00	0	7,650.00

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Gloucester(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Logan Twp.	Cootown Road	$ 4,500.00	$ 0	$ 0	$ 4,500.00	$ 4,365.00	$ 135.00
Mantua Twp.	Dilksboro Road	4,050.00	585.00	0	4,635.00	0	4,635.00
" "	Jackson Rd.,Sec.#2	450.00	0	0	450.00	450.00	0
" "	Var.Sts.,in Sewell & Mantua	0	5,000.00	0	5,000.00	0	5,000.00
Monroe Twp.	Cecil-Franklinville Rd.,Sec.#1	2,500.00	0	0	2,500.00	0	2,500.00
" "	Cecil-Franklinville Rd.,Sec.#2	3,000.00	0	0	3,000.00	3,000.00	0
" "	Malaga Road	0	7,000.00	0	7,000.00	0	7,000.00
" "	Radix Road	30.01	0	0	30.01	0	30.01
" "	Winslow Rd.,Sec.#4	3,000.00	0	0	3,000.00	3,000.00	0
Natl.Park Boro	Asbury Ave.,Sec.#2	3,000.00	0	930.00	2,070.00	0	2,070.00
" " "	Third Street	0	930.00	930.00	0	0	0
" " "	Third St.,Sec.#2 & Fourth St.	0	3,000.00	0	3,000.00	0	3,000.00
Newfield Boro	Var.Sts.,1942	2,500.00	2,000.00	2,500.00	2,000.00	0	2,000.00
Paulsboro Boro	Fifth Street	0	5,000.00	0	5,000.00	0	5,000.00
" "	Wilson Ave.,Gill Ave., Overbrook Ave.,etc.	3,000.00	0	0	3,000.00	3,000.00	0
Pitman Boro	-	0	759.51	0	759.51	0	759.51
" "	Var.Sts.,1941	1,026.43	0	585.00	441.43	0	441.43
" "	Lake,Lakeview,Long, Walnut,West,etc.	0	9,000.00	0	9,000.00	0	9,000.00
" "	Wesley,& Var.Sts., 1942	9,000.00	0	9,000.00	0	0	0
So.HarrisonTwp.	Harrisonville-Ferrell Rd.,Sec.#1	0	2,800.00	0	2,800.00	0	2,800.00
" " "	Harrisonville-Harding Highway Rd.	1,200.00	2,340.00	1,200.00	2,340.00	0	2,340.00
" " "	Richwood-Harrisonville Rd.,Sec.#2 & 3	.23	0	0	.23	0	.23

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Gloucester(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1943	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
		$	$	$	$	$	$
So.Harrison Twp.	Richwood-Harrisonville,Sec.#4	1,400.00	0	1,400.00	0	0	0
Swedesboro Boro	2nd St.,& Lake Ave.	.23	0	0	.23	0	.23
" "	Merkling,South,Richardson,Glass	0	3,500.00	0	3,500.00	0	3,500.00
Washington Twp.	Angel Hill Road	3,780.00	0	0	3,780.00	3,780.00	0
" "	Downer Road	0	2,680.49	0	2,680.49	0	2,680.49
" "	Eastview,Linwood, Edgewater, Etc.	0	4,500.00	0	4,500.00	0	4,500.00
" "	Glen Ave. & Central Ave.	1,220.00	809.19	1,220.00	809.19	809.19	0
" "	Salina Rd.,Sec.#1	39.28	0	0	39.28	0	39.28
Wenonah Boro	W. Cedar,South West, Sec.#2,Cherry,Poplar	0	3,500.00	0	3,500.00	0	3,500.00
" "	Willow St.,Cherry St., Sec.#2 & Poplar St., Sec.#2	3,500.00	0	3,500.00	0	0	0
W.Deptford Twp.	Burkitt,Spiegle,Peden, & Warren Sts.	2,000.00	0	0	2,000.00	1,998.90	1.10
" " "	Center St.	2,000.00	0	0	2,000.00	1,968.12	31.88
" " "	5th,6th, & Manhattan Sts.	900.00	0	900.00	0	0	0
" " "	Hillside Rd.,Walnut, Shields, Lynn	0	4,500.00	0	4,500.00	0	4,500.00
" " "	Verga & Franklin Ave.	1,800.00	0	1,800.00	0	0	0
Westville Boro	High & Var.Sts.,1942	2,750.00	0	2,750.00	0	0	0
" "	River Drive	0	7,250.00	0	7,250.00	0	7,250.00
Woodbury City	Railroad Ave.	11,077.68	0	11,077.68	0	0	0
" "	Tatum St.	1,690.00	0	1,690.00	0	0	0
" "	Var.Sts.,1942	10,000.00	9,000.00	7,761.85	11,238.15	0	11,238.15
Woodbury Hgts.	Fourth St.,Sec.#3	0	2,500.00	0	2,500.00	0	2,500.00

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Gloucester(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
		$	$	$	$	$	$
Woodbury Hgts.	Park Ave.& West Jersey Ave.	3,000.00	0	3,000.00	0	0	0
Woolwich Twp.	High Street	.09	0	0	.09	0	.09
" "	Kelley St.,Sec.#1	3,600.00	0	3,600.00	0	0	0
" "	" " " #2	2,000.00	0	2,000.00	0	0	0
" "	Pedricktown-Harrisonville Rd.,Sec.#3	0	4,000.00	0	4,000.00	0	4,000.00
County Balance		1,100.00	125,000.00	125,000.00	1,100.00	0	1,100.00
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	79,243.53	2,009.19	77,234.34	0	77,234.34
Hudson							
E. Newark Boro	Grant Avenue	0	27,000.00	0	27,000.00	0	27,000.00
Guttenberg Twn.	70th St.,Sec.#2	558.95	0	558.95	0	0	0
" "	70th St.,Sec.#3	28,000.00	0	0	28,000.00	25,710.53	2,289.47
" "	70th St.,Sec.#4	0	25,000.00	0	25,000.00	0	25,000.00
Kearny Town	Jacobus Avenue	0	45,000.00	0	45,000.00	0	45,000.00
* No.BergenTwp.	Granton Avenue	20,000.00	10,000.00	20,000.00	10,000.00	0	10,000.00
Secaucus Town	Chestnut Ave.,& Raydal Ave.	27,000.00	0	0	27,000.00	27,000.00	0
" "	Maple Street	98.73	0	98.73	0	0	0
Weehawken Twp.	Baldwin Ave.	0	18,000.00	0	18,000.00	0	18,000.00
W.New York Twn.	Palisade Ave.,Sec.#1	30,000.00	0	30,000.00	0	0	0
" " " "	Park Ave.	1,761.73	0	1,761.73	0	0	0
County Balance		0	125,000.00	125,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	52,419.41	0	52,419.41	0	52,419.41
Hunterdon							
Alexandria Twp.	Neilson's Cor.-Mechling's Cor. Rd.	1,800.00	0	1,800.00	0	0	0

* For Addtl. Funds see Twp. & Boro. Aid Maint. Statement.

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Hunterdon(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Alexandria Twp.	Neilson's Cor.-Mechlin Cor. Rd.,Sec.#2	$ 0	$ 6,000.00	$ 0	$ 6,000.00	$ 0	$ 6,000.00
Bethlehem Twp.	Brunswick Turnpike Rd.	2,700.00	0	0	2,700.00	0	2,700.00
" "	Pattenburg-Norton Rd.	0	5,000.00	0	5,000.00	0	5,000.00
Bloomsbury Boro	Var.Sts.,1941	2,000.00	0	2,000.00	0	0	0
" "	Willow, Railroad, Gardner,Wilson Sts.	1,500.00	0	1,500.00	0	0	0
Clinton Twp.	Annandale-High Bridge Sec. #3	5,400.00	0	5,400.00	0	0	0
Clinton Twp.	Clinton-Hamden Rd.	7,000.00	9,500.00	7,000.00	9,500.00	0	9,500.00
Delaware Twp.	Mt.Airy-Sergeantsville Rd.(Drainage)	3,962.70	0	0	3,962.70	3,962.70	0
" "	Ringoes-Croton Rd., Sec.#5	0	5,500.00	0	5,500.00	0	5,500.00
E.Amwell Twp.	VanLiews Cor.-Hopewell Road	0	5,000.00	0	5,000.00	0	5,000.00
Franklin Twp.	Quakertown-Oak Grove Grange Rd.	7,000.00	7,500.00	7,000.00	7,500.00	0	7,500.00
" "	River Rd.,Sec.#2	2,250.00	0	2,250.00	0	0	0
Frenchtown Boro	Milford Rd.	2,250.00	0	2,250.00	0	0	0
" "	Ridge Rd.	344.70	0	344.70	0	0	0
LambertvilleCity	Elm,Church, & George Sts.	2,149.37	4,500.00	2,149.37	4,500.00	0	4,500.00
Lebanon Twp.	Califon-Changewater Rd.	9,000.00	11,500.00	9,000.00	11,500.00	0	11,500.00
" "	Glen Gardner-Woodglen Rd.,Sec.#5	2,250.00	0	2,250.00	0	0	0
Raritan Twp.	Flemington-ReavilleRd.	3,750.00	0	3,750.00	0	0	0
" "	Ringoes-Croton Rd., Sec.#5	0	7,000.00	0	7,000.00	0	7,000.00
Readington Twp.	Pleasant Run-Centerville, Sec. #2	7,500.00	0	7,500.00	0	0	0
Tewksbury Twp.	Cokesbury,Califon Rd. Sec.#2	6,500.00	9,000.00	6,500.00	9,000.00	0	9,000.00

Schedule #67

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Hunterdon(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
		$	$	$	$	$	$
Union Twp.	Pattenburg-Norton, Sec.#2	4,500.00	0	4,500.00	0	0	0
" "	Perryville-Mechlins Cor.,Sec.#2	5,400.00	0	5,400.00	0	0	0
W.Amwell Twp.	Harbourton Road	1,200.00	4,500.00	1,200.00	4,500.00	0	4,500.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	125,000.00	125,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	71,794.07	0	71,794.07	0	71,794.07
Mercer							
E.Windsor Twp.	Cranbury Crossroad	5,700.00	0	5,700.00	0	0	0
Ewing Twp.	Federal City Road	8,400.00	0	8,400.00	0	0	0
" "	" " " (Paving)	0	10,000.00	0	10,000.00	0	10,000.00
Hamilton Twp.	Extonville Road	5,400.00	0	5,400.00	0	0	0
" "	Newkirk Avenue	16,200.00	0	16,200.00	0	0	0
" "	Yardville-Hamilton Sq. Rd.,Sec.#6	226.12	0	226.12	0	0	0
" "	Park and Central Aves.	0	12,000.00	0	12,000.00	0	12,000.00
Hopewell Boro.	Model Ave.,Sec.#2	1,112.02	0	1,112.02	0	0	0
" "	" " " #3	4,500.00	0	4,500.00	0	0	0
" Twp.	Moores Sta.-Ackors Cor. Rd.,Sec.#4	279.09	0	279.09	0	0	0
" "	Moores Sta.-Ackors Cor.,Sec.#5	8,100.00	0	8,100.00	0	0	0
" "	Moores Sta.-Ackors Cor.,Sec.#6	0	9,000.00	0	9,000.00	0	9,000.00
Lawrence Twp.	Princeton Tpke. Sec. #4	14,400.00	0	14,400.00	0	0	0
" "	Princeton Pike, Sec. #5	0	11,500.00	0	11,500.00	0	11,500.00

Schedule #68

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Mercer (Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1943	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Pennington Boro.	Eglantine Avenue	$ 4,500.00	$ 5,000.00	$ 4,500.00	$ 5,000.00	$ 0	$ 5,000.00
" "	West Welling Ave.	263.92	0	263.92	0	0	0
Princeton Twp.	Quaker Rd. approaches to proposed Stony Brook Br.	4,500.00	0	733.94	3,766.06	3,766.06	0
" "	Princeton Pike, Sec. #4	7,600.00	9,733.94	8,333.94	9,000.00	0	9,000.00
" Boro	Cleveland, Sec.#2, & Boudinot St.	5,000.00	5,000.00	5,000.00	5,000.00	0	5,000.00
" "	Green, Quarry, MacLean, Lytle, WitherspoonSts.	246.65	0	246.65	0	0	0
Washington Twp.	Robbinsville-Sharon, Sec. #7	130.22	0	130.22	0	0	0
" "	Robbinsville-Sharon, Sec. #8	16,200.00	0	16,200.00	0	0	0
" "	Robbinsville-Sharon, Sec. #9	0	9,000.00	0	9,000.00	0	9,000.00
W.Windsor Twp.	CranburyNeck Rd.	7,200.00	4,500.00	7,200.00	4,500.00	0	4,500.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	125,000.00	125,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	106,191.96	0	106,191.96	0	106,191.96
Middlesex							
Carteret Boro	Cooke Ave.	5,000.00	0	0	5,000.00	4,928.00	72.00
Cranbury Twp.	Cranbury Sta.-Wyckoff's Mills Rd.	2,250.00	0	2,250.00	0	0	0
" "	Wyckoff's Mills Rd.	3,213.94	3,213.94	6,427.88	0	0	0
" "	" " " Surface Treatment	4,000.00	4,000.00	8,000.00	0	0	0
" "	Wyckoff's Mills Rd.	0	26,016.26	0	26,016.26	25,256.16	760.10

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Middlesex(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1943	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Dunellen Boro	Madison Avenue	$ 0	$10,800.00	$ 2,700.00	$ 8,100.00	$ 0	$ 8,100.00
E.Brunswick Twp.	Dutch Road	8,000.00	0	8,000.00	0	0	0
" " "	Dutch Rd.,Sec.#2	9,000.00	0	9,000.00	0	0	0
" " "	DutchNeckRd.,Sec.#3	0	9,000.00	0	9,000.00	0	9,000.00
Madison Twp.	Mundy Ave.(Greystone Rd.)	5,425.00	0	5,425.00	0	0	0
" "	Mundy Ave.(Greystone Rd.,Sec.#2)	0	5,000.00	0	5,000.00	0	5,000.00
Middlesex Boro	Mountain Ave., Sec. #2-A	6,075.00	0	6,075.00	0	0	0
Monroe Twp.	Cranbury Sta.-Wyckoff's Mills Rd.	2,250.00	0	2,250.00	0	0	0
" "	Cranbury Sta.-Wyckoff's Mill, Sec. #2	0	2,700.00	0	2,700.00	0	2,700.00
" "	Gravel Hill-Bergens Mills Road	3,946.50	0	3,946.50	0	0	0
" "	Halsey Reed Road	5,400.00	0	5,400.00	0	0	0
" "	Possum Hollow Road	1,480.23	0	1,480.23	0	0	0
" "	State Home Road	0	1,000.00	0	1,000.00	0	1,000.00
" "	Perrineville-Spotswood Rd.	0	2,000.00	0	2,000.00	0	2,000.00
" "	Union Valley-Applegarth	562.68	562.68	1,125.36	0	0	0
" "	Union Valley-Applegarth(Cal. Chlor.Tr.)	154.12	154.12	308.24	0	0	0
" "	Wyckoff's Mill-Applegarth Road	0	5,000.00	0	5,000.00	0	5,000.00
Piscataway Twp.	W. 14th St.,Sec.#2	3,699.76	3,699.76	7,399.52	0	0	0
Plainsboro Twp.	Scotts Corner - Monmouth Jct., Sec.#2	498.01	498.01	996.02	0	0	0
" "	St.Josephs College Rd.	9,000.00	10,000.00	9,000.00	10,000.00	0	10,000.00
Raritan Twp.	New Dover Rd.,Sec.#1	4,500.00	0	4,500.00	0	0	0

Schedule #70

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Middlesex(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1943	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Raritan Twp.	New Dover Rd.,Sec.#2	$ 9,000.00	$ 0	$ 9,000.00	$ 0	$ 0	$ 0
S.Brunswick Twp.	Cottageville-Fresh Ponds Rd.,Sec.#3	727.31	727.31	1,454.62	0	0	0
" " "	Cottageville-Fresh Ponds, Sec. #4	8,200.00	0	8,200.00	0	0	0
" " "	Cottageville-Fresh Ponds, Sec. #5	10,000.00	0	10,000.00	0	0	0
" " "	Cottageville-Fresh Ponds, Sec.#6	0	10,000.00	0	10,000.00	0	10,000.00
S.PlainfieldBoro	Central Avenue	0	5,000.00	0	5,000.00	0	5,000.00
" " "	Delmore Ave.	85.12	85.12	170.24	0	0	0
" " "	Dumont Avenue	0	4,500.00	0	4,500.00	0	4,500.00
" " "	Hancock Street	9,000.00	0	9,000.00	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	72,680.45	0	72,680.45	72,680.45	0
County Balance		23,055.77	125,375.32	148,431.09	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	106,842.99	13,316.26	93,526.73	0	93,526.73
Monmouth							
Atlantic Twp.	Hominy Hills Rd., Sec. #1	4,244.12	0	0	4,244.12	0	4,244.12
" "	Woodland Drive, Water St. & Hominy Hill, Sec. #2	0	3,000.00	0	3,000.00	0	3,000.00
Atlantic Highlands Boro	Avenue C, Avenue B, Etc.	0	2,000.00	0	2,000.00	0	2,000.00
" "	Mount & Hooper Ave.	2,000.00	0	2,000.00	0	0	0
Avon-by-the-Sea	First Avenue	0	3,000.00	0	3,000.00	0	3,000.00
" " " "	Second Ave. & East End Ave.	1,500.00	0	0	1,500.00	1,500.00	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Monmouth(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1943	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Belmar Boro	"C" St.,Sec.#2	$ 0	$ 4,000.00	$ 0	$ 4,000.00	$ 0	$ 4,000.00
" "	Var.Sts.,1942	5,000.00	0	5,000.00	0	0	0
Bradley Beach	Var.Sts.,1942	2,500.00	0	2,500.00	0	0	0
Brielle Boro	Var.Sts.,1941	2,000.00	0	2,000.00	0	0	0
" "	Var.Sts.,1942	2,000.00	0	2,000.00	0	0	0
Deal Boro	Parker Ave.	1,000.00	0	0	1,000.00	1,000.00	0
Fair Haven Boro	Buena Vista Ave.	0	3,000.00	0	3,000.00	0	3,000.00
Freehold Twp.	W.Freehold-Georgia School House Rd., Sec.#3	3,500.00	0	0	3,500.00	3,500.00	0
" "	W.Freehold-Georgia School House Rd., Sec.#4	0	3,300.00	0	3,300.00	0	3,300.00
Howell Twp.	Brocklebank Rd.,W. Farms Rd.,Sec. #2	0	4,000.00	0	4,000.00	0	4,000.00
" "	Triple Bridge Rd.	1,505.73	0	0	1,505.73	1,505.73	0
Interlaken Boro	Windermere Ave.	410.70	0	410.70	0	0	0
Keyport Boro	Burtina Place	0	2,000.00	0	2,000.00	0	2,000.00
" "	Beers & Butter St.	5,000.00	5,000.00	5,000.00	5,000.00	0	5,000.00
Manalapan Twp.	Craig Rd.,Sec.#2	1,500.00	0	0	1,500.00	1,500.00	0
" "	Englishtown-Tracy Sta. Rd.	0	3,000.00	0	3,000.00	0	3,000.00
Manasquan Boro	Brielle Rd.,Osborn & Elizabeth Ave.	3,000.00	0	0	3,000.00	2,815.29	184.71
" "	Brielle Rd. & Euclid Ave.	0	4,000.00	0	4,000.00	0	4,000.00
Matawan Boro	Aberdeen Rd.	0	3,000.00	0	3,000.00	0	3,000.00
" "	Broad St.	21.71	0	21.71	0	0	0
" Twp.	Church St.	0	3,000.00	0	3,000.00	0	3,000.00
" Boro.	Mill Road	1,000.00	1,000.00	1,000.00	1,000.00	0	1,000.00
Middletown Twp.	Atlantic Ave.	1,966.06	0	1,966.06	0	0	0
" "	Church St.	6,000.00	4,000.00	6,000.00	4,000.00	0	4,000.00
" "	Sleepy Hollow Rd.	0	4,000.00	4,000.00	0	0	0
" "	Old Woman's Hill Rd.	369.29	0	369.29	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Monmouth(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
		$	$	$	$	$	$
Millstone Twp.	Clarksburg-Red Valley Rd.,Sec.#3	0	3,300.00	0	3,300.00	0	3,300.00
Monmouth Beach	Monmouth Blvd.	1,000.00	0	70.30	929.70	929.70	0
Monmouth "	Navesink Drive	0	3,300.00	0	3,300.00	0	3,300.00
Neptune City	Hawthorne,Avondale, Riverview,etc.	429.87	0	429.87	0	0	0
" "	Rosewood Place,etc.	0	3,300.00	0	3,300.00	0	3,300.00
" "	Var.Sts.,1942	3,000.00	0	0	3,000.00	3,000.00	0
Neptune Twp.	Ninth, Tenth & Eleventh Aves.	352.31	0	352.31	0	0	0
" "	Oxford Way, Wakefield Rd.,Newgate Lane,etc.	0	4,000.00	0	4,000.00	0	4,000.00
" "	Stratford, Milton, Hawthorne,MacBride,etc.	4,500.00	0	4,500.00	0	0	0
Ocean Twp.	Poplar Avenue	0	3,000.00	0	3,000.00	3,000.00	0
Oceanport Boro	Port-au-peck Ave.	0	3,000.00	0	3,000.00	0	3,000.00
Ocean Twp.	Cold Indian Spring Road	3,444.57	0	0	3,444.57	2,669.52	775.05
Oceanport Boro	Myrtle Avenue	2,000.00	0	0	2,000.00	2,000.00	0
Raritan Twp.	Bethany Rd.,Sec.#2	0	2,000.00	0	2,000.00	0	2,000.00
" "	Tenth Street	2,000.00	0	0	2,000.00	2,000.00	0
Rumson Boro	Buena Vista Ave.	0	3,000.00	0	3,000.00	0	3,000.00
Sea Girt Boro	1st Ave.,Crescent & Phila. Blvd.	0	2,300.00	0	2,300.00	0	2,300.00
" " "	Bell Place	2,000.00	0	0	2,000.00	0	2,000.00
Shrewsbury Twp.	Riverdale Road	0	2,500.00	0	2,500.00	0	2,500.00
" "	West Park Ave.	2,500.00	0	2,500.00	0	0	0
Spring Lake Boro	Newark,Tuttle,Monroe, & St. Clair Ave.	2,000.00	0	2,000.00	0	0	0
" " "	Var. Sts., 1942	2,000.00	0	2,000.00	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Monmouth(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
		$	$	$	$	$	$
SpringLakeHgts Boro	Old Mill Rd. & Mercer Ave.	3.14	0	3.14	0	0	0
" " "	OceanRd.(Bit.Conc.)	1,000.00	0	1,000.00	0	0	0
UpperFreeholdTwp	Extonville Rd.	5,400.00	0	5,400.00	0	0	0
" " "	Red Valley - Imlays Hill Road	355.54	0	355.54	0	0	0
Wall Twp.	Hurley Pond - Farmingdale Rd.	4,500.00	0	0	4,500.00	4,500.00	0
" "	Hurley Pond - Farmingdale Rd.,Sec.#2	0	4,000.00	0	4,000.00	0	4,000.00
" "	Manasquan River Br. to Glendola Rd.	92.67	0	92.67	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	125,000.00	125,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	46,971.59	6,000.00	40,971.59	0	40,971.59
Morris							
Chester Twp.	South Rd.,Sec.#1	67.18	0	67.18	0	0	0
Denville Twp.	Franklin Ave.,Sec.#1	0	7,500.00	0	7,500.00	0	7,500.00
Florham Park	RooseveltBlvd.,Sec.#2	5,000.00	0	5,000.00	0	0	0
Harding Twp.	Basking Ridge-New Vernon Rd.,Sec.#4	167.26	0	167.26	0	0	0
Jefferson Twp.	Sparta-New Foundland Rd., Sec. #4	11.80	0	11.80	0	0	0
" "	Sparta-New Foundland Rd., Sec. #5, & Widening, Sec. #3	4,800.00	1,500.00	4,800.00	1,500.00	0	1,500.00
Kinnelon Boro	Jacksonville Rd.	4,500.00	5,300.00	4,500.00	5,300.00	0	5,300.00
LincolnParkBoro	Morris Canal Rd.	4,500.00	0	4,500.00	0	0	0
Mine Hill Twp.	Randall Ave.	7,000.00	0	7,000.00	0	0	0
Montville Twp.	River Rd.,Sec.#2	0	10,000.00	0	10,000.00	0	10,000.00

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Morris(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Morris Twp.	Western Avenue	$ 82.68	$ 0	$ 82.68	$ 0	$ 0	$ 0
" "	Western Ave.,Sec.#2	9,000.00	0	9,000.00	0	0	0
" "	" " " #3	0	16,000.00	0	16,000.00	0	16,000.00
MorrisPlainsBoro	Malapardis Rd.	6,000.00	2,700.00	6,000.00	2,700.00	0	2,700.00
" " "	Malapardis Rd.(Surf.)	3,600.00	0	3,600.00	0	0	0
Mt.Olive Twp.	Bartley-Drakestown Rd.	0	9,000.00	0	9,000.00	0	9,000.00
Parsippany - Troy Hills Twp.	Edwards Road	3,600.00	0	3,600.00	0	0	0
Passaic Twp.	Long Hill Road, Sec. #3	9,000.00	0	9,000.00	0	0	0
" "	Long Hill Road, Sec. #4	0	9,000.00	0	9,000.00	0	9,000.00
Randolph Twp.	Randolph Ave., Sec. #1, (Paving)	3,600.00	0	0	3,600.00	0	3,600.00
Riverdale Boro	Matthews Rd.	4,500.00	0	4,500.00	0	0	0
Rockaway Boro	Franklin Ave.,Sec.#2	9,000.00	0	9,000.00	0	0	0
" "	" " " #3	0	5,000.00	0	5,000.00	0	5,000.00
Washington Twp.	Bartley-Drakestown Road	0	9,000.00	3,600.00	5,400.00	0	5,400.00
" "	Long Valley-Fairmount, Sec. #5	354.74	0	354.74	0	0	0
" "	Long Valley-Fairmount, Sec. #6	6,900.00	10,090.32	6,490.32	10,500.00	2,046.37	8,453.63
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	125,000.00	125,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	77,673.98	6,490.32	71,183.66	0	71,183.66

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Ocean	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Barnegat City	18th & 19th St.	$ 0	$ 2,000.00	$ 0	$ 2,000.00	$ 0	$ 2,000.00
" "	28th & 15th St.	1,500.00	0	0	1,500.00	1,251.50	248.50
Beach HavenBoro	Delaware Ave.,Sec.#2	0	3,000.00	0	3,000.00	0	3,000.00
" " "	Var.Sts.,1942	3,600.00	0	3,600.00	0	0	0
Beachwood Boro	Gable Avenue	0	2,700.00	0	2,700.00	0	2,700.00
" "	Capstan Ave.	2,000.00	2,000.00	4,000.00	0	0	0
" "	Seaman Avenue	2,700.00	0	2,700.00	0	0	0
Berkeley Twp.	Harbor Inn Rd. & Brennan Concourse	4,000.00	0	4,000.00	0	0	0
" "	Louis Ave.,Sec.#3	910.02	0	910.02	0	0	0
Brick Twp.	Beacon, Linden, Manchester, Coon Rd.,etc.	0	9,500.00	0	9,500.00	0	9,500.00
" "	Downey Ave.& E.End Ave.	2,250.00	0	0	2,250.00	2,249.01	.99
Dover Twp.	Grand Avenue	1,154.60	0	0	1,154.60	1,154.60	0
" "	Lillie & Bash Roads	350.28	0	350.28	0	0	0
" "	" " " " (Cal.Chlor.Treat.)	86.54	0	86.54	0	0	0
" "	Maple Street	4,389.76	0	0	4,389.76	3,844.51	545.25
" "	Schencks Mill Line Rd. Alabama & Buremann Aves.	0	9,500.00	0	9,500.00	0	9,500.00
" "	Swan Blvd.	187.80	0	187.80	0	0	0
" "	Vermont Ave.,Sec.#2	0	1,440.00	0	1,440.00	0	1,440.00
" "	White Oak Bottom Rd., & Barnegat Blvd.	5,455.64	0	5,455.64	0	0	0
Eaglewood Twp.	Cox Crossing-Stafford Forge, Sec. #1	0	1,800.00	0	1,800.00	0	1,800.00
" "	John St.,Sec.#2, Willits Ave.,Sec.#2, etc.	1,200.00	0	1,200.00	0	0	0
Harvey Cedars	Var. Sts., 1942	1,500.00	0	1,500.00	0	0	0
" "	" " , 1943	0	1,800.00	0	1,800.00	0	1,800.00
" "	Middlesex Avenue	230.59	0	230.59	0	0	0
Jackson Twp.	Bowman Rd.,Sec.#1	0	2,700.00	0	2,700.00	0	2,700.00
" "	Frank Applegate Rd.	0	5,660.00	0	5,660.00	0	5,660.00

Schedule #76

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Ocean (Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Jackson Twp.	Leming Road	$ 0	$ 2,700.00	$ 0	$ 2,700.00	$ 0	$ 2,700.00
" "	Third St.,Sec.#2	3,000.00	0	0	3,000.00	1,971.67	1,028.33
Lacey Twp.	Lanoka-Lacey Rd., Cutoff, Sec. #2	4,000.00	0	4,000.00	0	0	0
" "	Lacey-Lanoka Rd., Cutoff, Sec. #3	0	2,700.00	0	2,700.00	0	2,700.00
Lakehurst Boro	Chestnut, Willow, Poplar & Myrtle Sts.	0	2,000.00	0	2,000.00	0	2,000.00
Lakewood Twp.	Vermont Ave.	0	1,800.00	0	1,800.00	0	1,800.00
LittleEggHarbor	Tuckerton-Little Beach Road	0	4,500.00	0	4,500.00	0	4,500.00
" " "	Willets Ave.	1,500.00	0	0	1,500.00	1,097.49	402.51
" " "	Var.Rds.,1942	3,600.00	0	0	3,600.00	3,554.15	45.85
Long Beach Twp.	Beach Ave.,Sec.#2	4,000.00	0	0	4,000.00	0	4,000.00
" " "	Var. Sts., 1942	4,000.00	0	0	4,000.00	4,000.00	0
" " "	Var. Sts., 1943	0	2,700.00	0	2,700.00	0	2,700.00
Manchester Twp.	Burnside St.,Lawrence Ave.,S.Hampton Ave. Sec.#1	0	2,700.00	0	2,700.00	0	2,700.00
" "	Morningside Ave., Sec.#2 & 10th Ave.	3,600.00	0	3,600.00	0	0	0
" "	Third St.	19.01	0	19.01	0	0	0
Ocean Twp.	Var.Sts.,1942	2,500.00	0	2,500.00	0	0	0
Pine Beach Boro	Var.Sts.,1942	1,500.00	0	1,500.00	0	0	0
Plumsted Twp.	Hopkins Road	4,435.63	0	0	4,435.63	4,211.24	224.39
" "	" Rd.,Sec.#2	0	2,700.00	0	2,700.00	0	2,700.00
" "	Joe Fischer Rd.	0	3,150.00	0	3,150.00	0	3,150.00
Pt.PleasantBoro	Var.Sts.,1942	3,000.00	0	0	3,000.00	2,288.22	711.78
" " "	Var.Sts.,1943	0	3,090.00	0	3,090.00	0	3,090.00
" " Beach	Chicago&PrincetonAves.	401.17	0	401.17	0	0	0
" " "	Chicago Ave.,Sec.#2	658.19	0	658.19	0	0	0
" " "	Harvard Ave.,Riverside Place and Fairview St.	0	3,600.00	0	3,600.00	0	3,600.00

Schedule #77

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Ocean(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1943	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Pt.Pleasant Beach	Var.Sts.,1942	$ 3,600.00	$ 0	$ 1,238.67	$2,361.33	$ 2,346.40	$ 14.93
Seaside Heights	Barnegat Ave.	2,700.00	0	2,700.00	0	0	0
" "	" " ,Sec.#2	0	1,000.00	0	1,000.00	0	1,000.00
Seaside Park	14th Avenue	900.00	0	900.00	0	0	0
Ship Bottom-Beach Arlington	3rd and Central Ave.	0	1,800.00	0	1,800.00	0	1,800.00
" " " "	17th Street	2,535.57	0	0	2,535.57	2,445.47	90.10
SurfCity Boro	Central Ave. & S. 3rd St.	0	2,700.00	0	2,700.00	0	2,700.00
" " "	9th Street	2,700.00	0	0	2,700.00	2,700.00	0
Union Twp.	Bay View Blvd.	4,000.00	0	4,000.00	0	0	0
" "	Howardville Rd., Sec. #4	0	3,000.00	0	3,000.00	0	3,000.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		121.38	125,133.58	125,254.96	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	40,619.29	2,000.00	38,619.29	0	38,619.29
Passaic							
BloomingdaleBoro	Mary,Elizabeth,Sec.#2, William & Sophia Sts.	6,000.00	5,500.00	6,000.00	5,500.00	0	5,500.00
" "	Vreeland Ave.	21.59	0	21.59	0	0	0
Haledon Boro.	E.Barber St. & Roe St.,Sec.#2	0	4,500.00	0	4,500.00	0	4,500.00
" "	MountainAv.&Verein St.	78.87	0	78.87	0	0	0
" "	Roe Street	3,000.00	0	3,000.00	0	0	0
Hawthorne Boro	Fifth Ave.,Sec.#2	1,915.78	0	1,915.78	0	0	0
" "	Grandview Ave.	1,200.00	3,500.00	1,200.00	3,500.00	0	3,500.00
" "	Royal Ave.,Sec.#2	4,300.00	4,000.00	4,300.00	4,000.00	0	4,000.00

Schedule #78

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Passaic(Contd.)	Name of Road	Balance On Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Little Falls Twp.	Crane Street	$ 0	$ 3,500.00	$ 0	$ 3,500.00	$ 0	$ 3,500.00
" " "	William Street	6,750.00	9,750.00	6,750.00	9,750.00	0	9,750.00
No.Haledon Boro	LindaVistaAve.	2,848.96	0	0	2,848.96	2,848.96	0
" " "	Manchester Ave.	0	7,000.00	0	7,000.00	0	7,000.00
" " "	Suncrest Ave.,Manor Rd. & Walray Ave.	195.84	0	195.84	0	0	0
" " "	Westervelt Ave.	6,500.00	0	6,500.00	0	0	0
PomptonLakesBoro	Colfax Ave.,Sec.#2	117.94	0	117.94	0	0	0
" " "	LincolnAve.Sec.#2	6,500.00	5,500.00	6,500.00	5,500.00	0	5,500.00
ProspectPark "	BrownAve.,Sec.#2	8,000.00	0	8,000.00	0	0	0
" " "	No. 13th St.	4,000.00	1,000.00	4,000.00	1,000.00	0	1,000.00
" " "	" 16th St.	0	5,000.00	0	5,000.00	0	5,000.00
" " "	Hopper St.,Fairview & Brown Aves.	2,155.87	0	2,155.87	0	0	0
Ringwood Boro	Stonetown Rd.	6,250.00	6,000.00	6,250.00	6,000.00	0	6,000.00
" "	Summit Ave.,& Mohawk Trail	3.99	0	3.99	0	0	0
" "	Mohawk Trail,Sec.#2	80.34	0	80.34	0	0	0
Totowa Boro	Crosby Ave.	2,600.00	0	2,600.00	0	0	0
" "	Garfield Place & Redmond St.	215.54	0	215.54	0	0	0
" "	Hudson and Mitchell Ave.	0	6,500.00	0	6,500.00	0	6,500.00
" "	Lincoln & Young Ave., McKenney Ave.,etc.	8,000.00	0	8,000.00	0	0	0
" "	Lind Road	2,700.00	0	2,700.00	0	0	0
" "	Sutton Ave.	1,700.00	0	1,700.00	0	0	0
" "	Tracy Ave. & Hobart Ave.,Sec.#2(Pav.)	56.72	0	56.72	0	0	0
" "	Tracey Ave.,Sec.#2	500.00	0	500.00	0	0	0
Wanaque Boro	Greenwood Ave.	3,500.00	0	3,500.00	0	0	0
Wayne Twp.	Hardwick Lane	6,500.00	0	0	6,500.00	4,380.98	2,119.02
" "	" " ,Sec.#2	7,000.00	0	7,000.00	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Passaic (Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Wayne Twp.	Hinchman's Lane	$ 0	$ 6,500.00	$ 0	$ 6,500.00	$ 0	$ 6,500.00
" "	Indian Rd., Sec.#3	819.45	0	819.45	0	0	0
" "	" " " #4	6,749.32	0	0	6,749.32	4,903.22	1,846.10
W.Milford Twp.	West Brook Rd.	174.67	0	174.67	0	0	0
" " "	" " " Sec.#2	8,500.00	0	1,426.48	7,073.52	7,073.52	0
" " "	" " " " #3	7,500.00	0	7,500.00	0	0	0
" " "	" " " " #4	0	7,500.00	0	7,500.00	0	7,500.00
W.PatersonBoro	Passaic, Ryle, &ParkAves.	2,128.02	0	2,128.02	0	0	0
" " "	W.32nd St., Marcellus Ave., W.34th St., etc.	5,000.00	3,500.00	5,000.00	3,500.00	0	3,500.00
" " "	Whippany Ave.& Ramapo Ave.	0	2,500.00	0	2,500.00	0	2,500.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		30.10	125,000.00	125,030.10	0	0	0
State Treasurer's Investment Account (Chap.#45, P. L. 1943)		0	100,421.20	6,750.00	93,671.20	0	93,671.20
Salem							
Alloway Twp.	Ernest-Garton Rd., Sec.#2	0	7,830.00	0	7,830.00	0	7,830.00
Elmer Boro	Barton Ave.&PennSt.	2,000.00	0	2,000.00	0	0	0
" "	Elmer Street	2,000.00	0	2,000.00	0	0	0
Elsinboro Twp.	Feather Bed Lane	0	5,400.00	0	5,400.00	0	5,400.00
Lower Alloways Creek Twp.	Cross Rd., Sec.#2	0	6,300.00	0	6,300.00	0	6,300.00
" " "	Sinick Road	403.92	0	403.92	0	0	0
LowerPennsNeck	Glen Drive, Annapolis Rd., & Francis Drive	0	1,440.00	0	1,440.00	0	1,440.00
" " "	Holly Drive, Michigan Rd.& Maple Drive	0	1,530.00	0	1,530.00	0	1,530.00

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Salem(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
LowerPennsNeck	First St.&Morningside Drive	$ 0	$ 2,700.00	$ 0	$ 2,700.00	$ 0	$ 2,700.00
Mannington Twp.	Hackett Road	206.47	0	206.47	0	0	0
" "	" Rd.,Sec.2	111.08	0	111.08	0	0	0
" "	Sandy Ridge Rd.	0	6,300.00	0	6,300.00	0	6,300.00
PennsGrove Boro	S. Smith Ave.	1,250.00	0	1,250.00	0	0	0
" " "	" " " ,Sec.#2 & Park Ave.	0	5,000.00	0	5,000.00	0	5,000.00
Pilesgrove Twp.	Harding Hwy.,Harrisonville,Sec.#3	0	8,100.00	0	8,100.00	0	8,100.00
" "	Old Salem Rd.,Sec.#1	30.33	0	30.33	0	0	0
" "	" " " " #2	3,375.00	0	0	3,375.00	3,351.24	23.76
Pittsgrove Twp.	Elmer Greenville Rd.	9,606.33	0	0	9,606.33	0	9,606.33
" "	Sheep Pen Road	4,500.00	0	4,500.00	0	0	0
Quinton Twp.	Burden Hill Road	0	2,100.00	0	2,100.00	0	2,100.00
" "	Hogate Blvd.	0	4,500.00	0	4,500.00	0	4,500.00
" "	Lawrence Road	.06	0	.06	0	0	0
" "	Larence Rd.,Sec.#2	2,700.00	0	0	2,700.00	2,699.84	.16
Salem City	Fifth Street	0	6,300.00	0	6,300.00	0	6,300.00
UpperPennsNeck	Highland Rod	0	3,600.00	0	3,600.00	0	3,600.00
" " "	Pine Street	0	2,000.00	0	2,000.00	0	2,000.00
" " "	Sorenson Rd.,Hutchinson Court, Fourth St., & Woodland Ave.	435.60	0	435.60	0	0	0
" Pittsgrove	Cedar Lane Rd.	0	5,400.00	0	5,400.00	0	5,400.00
" "	Fitch Horn Rd.	0	2,000.00	0	2,000.00	0	2,000.00
Woodstown Boro	Dickinson, Church & Washington	0	4,500.00	0	4,500.00	0	4,500.00
" "	Old Salem Road	1,620.00	0	149.54	1,470.46	1,470.46	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		19.54	125,000.00	125,019.54	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Salem(Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
State Treasurer's Investment Account (Chap. #45, P.L. 1943)		$ 0	$ 11,106.54	$ 0	$ 11,106.54	$ 0	$ 11,106.54
Somerset							
Bedminster Twp.	Pluckemin-Burnt Mills	2,486.00	0	0	2,486.00	0	2,486.00
Bernards Twp.	Martinville-Liberty Cor.,Sec.#5	1,376.77	0	1,376.77	0	0	0
" "	Martinsville-Liberty Cor.,Sec.#5A (Paving)	3,000.00	0	3,000.00	0	0	0
" "	Martinsville-Liberty Cor.,Sec.#6	8,000.00	7,200.00	15,200.00	0	0	0
Branchburg Twp.	Opie Road	7,000.00	10,800.00	7,000.00	10,800.00	0	10,800.00
Bridgewater Twp.	No.Bridge St.,Sec.#3	0	8,460.00	1,440.00	7,020.00	0	7,020.00
" "	W.High St.,Traf.Cir.	11,700.00	1,440.00	0	13,140.00	10,442.07	2,697.93
Franklin Twp.	Cedar Grove Lane, Sec.#1	7,000.00	0	7,000.00	0	0	0
" "	Cedar Grove Lane, Sec.#2	7,000.00	0	7,000.00	0	0	0
" "	Cedar Grove Lane, Sec.#3	0	6,300.00	0	6,300.00	0	6,300.00
GreenBrook Twp.	Gold Street	4,000.00	0	0	4,000.00	3,992.73	7.27
" " "	" " ,Sec.#2 Cramer Ave.	6,500.00	0	6,500.00	0	0	0
Hillsborough "	New Centre Schoolhouse Rd.,Sec.#4	7,500.00	0	7,500.00	0	0	0
" "	New Centre Schoolhouse, Sec.#5	0	13,000.00	0	13,000.00	0	13,000.00
Manville Boro	Dukes Parkway	9,000.00	32,200.00	9,000.00	32,200.00	0	32,200.00
Montgomery Twp.	Hollow Rd.,Sec.#2	10,000.00	0	10,000.00	0	0	0
" "	" " " #3	0	10,800.00	0	10,800.00	0	10,800.00
Somerville Boro	No.Gaston Ave.	0	9,640.00	0	9,640.00	0	9,640.00
So.Bound Brook	Louis Ave.,Sec.#2	2,731.15	0	2,731.15	0	0	0
Warren Twp.	Mt.Horeb Rd.,Sec.#2	8,800.00	0	8,800.00	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Somerset (Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1943	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		$ 0	$ 50,000.00	$ 0	$ 50,000.00	$ 50,000.00	$ 0
County Balance		333.06	125,000.00	125,333.06	0	0	0
State Treasurer's Investment Account (Chap. #45, P.L. 1943)		0	78,240.98	16,200.00	62,040.98	0	62,040.98
Sussex							
Andover Twp.	Huntsville-Springdale Rd.	0	7,500.00	0	7,500.00	0	7,500.00
" "	Lime Crest Rd., Sec.#1	4,000.00	0	4,000.00	0	0	0
BranchvilleBoro	Kemah Lake Road	3,000.00	0	3,000.00	0	0	0
Byram Twp.	Old Stanhope Rd.	1,204.12	0	1,204.12	0	0	0
" "	" " " Sec.#2	5,000.00	0	5,000.00	0	0	0
Frankford Twp.	Co.Farm Rd., Sec.#2	7,000.00	0	7,000.00	0	0	0
" "	Plains Rd., Sec.#2 & #3	16,000.00	0	16,000.00	0	0	0
Franklin Boro	Davis Road	8,000.00	0	8,000.00	0	0	0
" "	Davis Rd., Sec.#2	5,000.00	0	5,000.00	0	0	0
Fredon Twp.	Fredon-Springdale Sec.#1 (Surf.Tr.)	30.10	0	30.10	0	0	0
" "	Fredon-Springdale Sec.#3	6,300.00	0	6,300.00	0	0	0
" "	Fredon-Springdale Sec.#4	0	5,000.00	0	5,000.00	0	5,000.00
Green Twp.	Huntsville-Springdale, Sec.#1 & #2	10,000.00	0	10,000.00	0	0	0
" "	Shotwell Rd., Sec.#2	1,309.29	0	1,309.29	0	0	0
Hamburg Boro	Linwood Ave.&Oak St. Secs.#1, #2, & #3	1,648.29	0	1,648.29	0	0	0
" "	Linwood Ave Sec.#4, Lehigh St., Hamilton St., & Lawrence St.	0	5,000.00	0	5,000.00	0	5,000.00

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Sussex (Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1943	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
		$	$	$	$	$	$
Hampton Twp.	Myrtle Grove-Lake Kemah Rd.,Sec.#2	608.39	0	608.39	0	0	0
" "	Myrtle Grove-Lake Kemah Rd.,Sec.#3, & Mecca Lake Rd.	4,000.00	0	0	4,000.00	4,000.00	0
" "	Myrtle Grove-Lake Kemah Rd.,Sec.#4	0	6,000.00	0	6,000.00	0	6,000.00
" "	Paulinskill Lake, W. Shore	5,000.00	0	5,000.00	0	0	0
Hardyston Twp.	Big Spring Road	6,500.00	0	0	6,500.00	4,693.88	1,806.12
" "	Big Spring Rd.,Sec.#2	4,000.00	0	4,000.00	0	0	0
Hopatcong Boro	Brooklyn-Stanhope, Sec.#3	4,796.16	0	4,796.16	0	0	0
Lafayette Twp.	Limecrest Rd.	5,000.00	0	5,000.00	0	0	0
" "	Statesville Quarry Rd.	4,000.00	0	4,000.00	0	0	0
" "	Sunset Inn-Limecrest Sec. #2	0	6,000.00	0	6,000.00	0	6,000.00
Montague Twp.	New Rd.,Sec.#4	5,000.00	0	5,000.00	0	0	0
" "	New Rd.,Sec.#5	5,000.00	0	5,000.00	0	0	0
Sandyston Twp.	Ridge Rd.,Sec.#5	82.64	0	82.64	0	0	0
" "	Shaytown Cemetery Rd., Sec. #2	5,000.00	0	5,000.00	0	0	0
Sparta Twp.	Lime Crest Rd.,Sec.#2	2,130.82	0	0	2,130.82	1,603.51	527.31
" "	Limecrest Rd.,Sec.#3	4,000.00	0	4,000.00	0	0	0
" "	Old Stanhope Rd., Sec.#1 and Sec.#2	12,500.00	0	12,500.00	0	0	0
Stanhope Boro	Musconetcong Ave., Extension	4,000.00	0	4,000.00	0	0	0
Stillwater Twp.	Five Points - Middleville Rd.	0	6,000.00	0	6,000.00	0	6,000.00
" "	Hampton-Mt.Benevolence, Sec.#2	4,000.00	0	0	4,000.00	0	4,000.00

Schedule #84

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Sussex (Contd.)	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Stillwater Twp.	Ridge Road	$ 61.07	$ 0	$ 61.07	$ 0	$ 0	$ 0
" "	Station Road	0	3,600.00	0	3,600.00	0	3,600.00
Sussex Boro	Lakeshore Drive	3,000.00	0	3,000.00	0	0	0
Vernon Twp.	Highland Lakes-Canisteer Rd.,Sec.#2	8,000.00	0	8,000.00	0	0	0
" "	Moe Tavern Rd.(Surf. Treatment)	1,692.12	0	1,692.12	0	0	0
" "	Sand Hill Rd.	153.49	0	153.49	0	0	0
" "	Sand Hill Rd.,(Bit. Surf. Treat.)	619.43	0	619.43	0	0	0
" "	Sand Hill Rd.,Sec.#2	0	6,000.00	0	6,000.00	0	6,000.00
Walpack Twp.	River Rd.,Sec.#3 & #4	4,584.68	0	0	4,584.68	4,584.68	0
" "	River Rd.,Sec.#5	21,473.28	0	0	21,473.28	0	21,473.28
" "	River Rd.,Sec.#6	0	11,900.00	0	11,900.00	0	11,900.00
Wantage Twp.	Mt.Salem-Unionville Sec.#1 & #2	480.00	0	480.00	0	0	0
" "	Mt. Salem-Unionville Sec. #3	8,000.00	0	8,000.00	0	0	0
" "	Mt. Salem-Unionville Sec. #4	0	9,000.00	0	9,000.00	0	9,000.00
" "	Quarryville-Wolf Pit Rd.	159.38	0	159.38	0	0	0
" "	Quarryville-Wolf Pit Rd.,Sec.#2	0	9,000.00	0	9,000.00	0	9,000.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	125,000.00	125,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	149,644.48	0	149,644.48	0	149,644.48

Schedule #85

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Union	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31, 1943	Balance on Allotment Dec.31,1943
Cranford Twp.	Lincoln Ave.,Sec.#3	$ 9,180.31	$ 0	$ 9,180.31	$ 0	$ 0	$ 0
Fanwood Boro	King Street	12,500.00	0	12,500.00	0	0	0
Hillside Twp.	Glenwood Avenue	13,000.00	0	13,000.00	0	0	0
" "	No.UnionAve.,Sec.#2	0	4,500.00	0	4,500.00	0	4,500.00
" "	Ramsey Ave.	0	13,500.00	0	13,500.00	0	13,500.00
KenilworthBoro	Colfax Ave.,Sec.#2	4,500.00	0	4,500.00	0	0	0
Mountainside "	NewProvidence Rd.	2,500.00	0	2,500.00	0	0	0
NewProvidence"	Ellwood Ave.	18,000.00	0	18,000.00	0	0	0
Roselle Boro	Raritan Road	13,000.00	0	13,000.00	0	0	0
" "	Thompson Ave.	2,676.37	0	2,676.37	0	0	0
" Park "	Colfax Ave.	11,000.00	0	11,000.00	0	0	0
" " "	Colfax Ave.,Sec.#2	4,500.00	0	4,500.00	0	0	0
" " "	Valley Rd. & Beechwood Ave.	1,860.27	0	1,860.27	0	0	0
ScotchPlainsTwp.	Kind Street	12,500.00	0	12,500.00	0	0	0
" " "	Westfield Ave.	40.13	0	40.13	0	0	0
" " "	" Ave.,Sec.#2	14,400.00	0	14,400.00	0	0	0
Union Twp.	Oakland Ave.	7,200.00	0	0	7,200.00	4,372.78	2,827.22
" "	Oakland Ave.,Sec.#2	0	13,500.00	0	13,500.00	0	13,500.00
" "	Union Ave.	0	13,500.00	0	13,500.00	0	13,500.00
" "	Vaux Hall Rd.,Sec.#3	3,830.51	0	3,830.51	0	0	0
" "	" " " " #5	16,300.00	0	6,000.00	10,300.00	8,315.69	1,984.31
" "	Woodland Ave.	0	9,450.00	0	9,450.00	0	9,450.00
Westfield Twn.	Fourth Ave. & So. Chestnut Ave.	1,645.11	0	1,645.11	0	0	0
" "	E.Broad St.,Sec.#1&#2	23,100.00	0	23,100.00	0	0	0
" "	E.Broad St.,Sec.#3	0	11,970.00	0	11,970.00	0	11,970.00
Maintenance & Repairs of Unimproved Twp. & Boro. Rds., 1943		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		259.62	125,000.00	116,679.62	8,580.00	0	8,580.00
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	154,492.32	0	154,492.32	0	154,492.32

Schedule #86

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Warren	Name of Road	Balance on Allot. Dec.31,1942	Allotted 1 9 4 3	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Alpha Boro	Schley Ave.	$ 4,500.00	$ 0	$ 4,500.00	$ 0	$ 0	$ 0
" "	Vulcanite Road	0	3,000.00	0	3,000.00	0	3,000.00
HackettstownTwn.	Allamuchy Rd.	15,000.00	0	15,000.00	0	0	0
" "	" ".,Sec.#2	0	12,150.00	0	12,150.00	0	12,150.00
Hardwick Twp.	Sunset Lake Rd.	3,600.00	0	3,600.00	0	0	0
" "	" " ",Sec.#2	0	9,000.00	0	9,000.00	0	9,000.00
Hope Twp.	Locust Lake Rd.	0	18,000.00	0	18,000.00	0	18,000.00
IndependenceTwp.	Russling Road	0	9,000.00	0	9,000.00	0	9,000.00
Knowlton Twp.	Walnut Cor.-Blairstown Line Rd.	9,000.00	0	9,000.00	0	0	0
" "	Walnut Cor.-Blairstown Line,Sec.#2	14,500.00	0	14,500.00	0	0	0
Mansfield Twp.	Andersontown-Butler Park Rd.	9,000.00	0	9,000.00	0	0	0
Pahaquarry Twp.	River Rd.,Sec.#7	23,060.88	0	0	23,060.88	17,100.10	5,960.78
Phillipsburg Twn.	Carpentersville Rd., Kent St.	0	6,750.00	0	6,750.00	0	6,750.00
Washington Twp.	Cementery Hill-Asbury Rd. & Spur	0	13,500.00	0	13,500.00	0	13,500.00
White Twp.	Bridgeville-Mt.LakesRd.	12,000.00	3,600.00	12,000.00	3,600.00	0	3,600.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	48,028.00	0	48,028.00	48,028.00	
County Balance		34.30	125,000.00	123,062.30	1,972.00	0	1,972.00
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		0	67,634.30	0	67,634.30	0	67,634.30

Schedule #87

Motor Vehicle Funds
Township & Boro Aid Maintenance

County	Balance on Allot. Dec.31,1942	Allotted 1943	Cancelled for Re-allotment	Total	Expenditure Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
Atlantic	$ 29,992.80	$ 25,000.00	$ 3,409.37-	$ 51,583.43	$ 2,208.56	$ 49,374.87
Bergen	0	25,000.00	0	25,000.00	25,000.00	0
Burlington	25,141.60	25,000.00	141.61-	49,999.99	10,939.32	39,060.67
Camden	38,165.40	25,000.00	13,127.11-	50,038.29	1,671.97	48,366.32
Cape May	30,019.47	25,000.00	2,565.18-	52,454.29	13,534.81	38,919.48
Cumberland	47,633.14	25,000.00	0	72,633.14	10,148.11	62,485.03
Essex	0	25,000.00	25,000.00-	0	0	0
A *Caldwell Twp.NewDutchLane	6,325.24	0	6,325.24-	0	0	0
*Town of Montclair, Claremont Ave., Sec.#2	1,985.61	0	1,985.61-	0	0	0
A *Town of Belleville, Main Street	42,625.60	0	0	42,625.60	42,625.60	0
A *Town of Belleville, Main Street, Sec.#2	0	25,000.00	0	25,000.00	22,439.96	2,560.04
Gloucester	12,723.72	25,000.00	1,512.22-	36,211.50	9,462.35	26,749.15
Hudson	0	25,000.00	25,000.00-	0	0	0
*Town of Kearny, Bergen Ave.	1,995.87	0	1,995.87-	0	0	0
A *No.Bergen Twp., Granton Ave.	0	25,000.00	0	25,000.00	0	25,000.00
Hunterdon	28,201.61	25,000.00	0	53,201.61	21,189.20	32,012.41
Mercer	26,646.67	25,000.00	2,992.17-	48,654.50	8,443.83	40,210.67
Middlesex	55,941.29	25,000.00	2,525.95-	78,415.34	20,685.91	57,729.43
Monmouth	20,684.21	25,000.00	1,273.17-	44,411.04	14,280.91	30,130.13
Morris	28,203.08	25,000.00	1,023.15-	52,179.93	13,628.88	38,551.05
Ocean	31,767.19	25,000.00	18,229.00-	38,538.19	13,538.19	25,000.00
Passaic	27,008.15	25,000.00	0	52,008.15	14,419.48	37,588.67
Salem	29,141.02	25,000.00	112.14-	54,028.88	6,362.63	47,666.25
Somerset	47,858.29	25,000.00	27,736.84-	45,121.45	10,169.05	34,952.40
Sussex	12,903.51	25,000.00	0	37,903.51	25,870.37	12,033.14
Union	29,945.61	25,000.00	4,945.61-	50,000.00	29,910.14	20,089.86
Warren	20,896.53	25,000.00	7,159.41-	38,737.12	20,299.64	18,437.48
Unallotted Funds	10,489.66	0	10,489.66-	0	0	0
	$606,295.27	$ 575,000.00	$ 157,549.31-	$1,023,745.96	$ 336,828.91	$ 686,917.05

(Carried Forward)

Motor Vehicle Funds
Township & Boro Aid Maintenance
(Contd.)

County	Balance on Allot. Dec.31,1942	Allotted 1943	Cancelled for Re-allotment	Total	Expenditure Jan. 1 to Dec.31,1943	Balance on Allotment Dec.31,1943
State Treasurer's Investment Acct. (Chap. #45, P. L. 1943)	$ 0	$ 0	$ 107,549.31+	$ 107,549.31	$ 0	$ 107,549.31
	$ 606,295.27	*$ 575,000.00	$ 50,000.00-	$1,131,295.27	$ 336,828.91	$ 794,466.36

$ 525,000.00 - 1943 Funds
50,000.00 - From Cancellations
*$ 575,000.00

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* - Construction Work, In accordance with Chapter #365, P. L. 1938 and Chapter #380, P. L. 1939

A - For additional funds see "Twp. & Boro. Aid Const., Maint., etc." Statement.

Schedule #89

Expenditures and Commitments for Purchase of Plant and Equipment As of Dec. 31, 1943

Description	Expenditures	
Trucks	$ 44,076.55	
Road Equipment	4,590.09	
Spreaders (Sand)	2,060.94	
Snow Plows	5,902.46	
Garage Equipment	1,581.85	
Fernwood Land	4,450.00	
Total Expenditures -		$ 62,661.89
	Commitments	
Trucks	$ 94,645.71	
Snow Equip.	41,723.10	
Shop Equip.	278.78	
Total Commitments -		$136,647.59
Total Expenditures and Commitments -		$199,309.48

Engineering and Inspection
State Highway

		Expenditures to Dec. 31, 1943
Construction General:		
Salaries		$ 39,499.95
Traveling Expense		212.09
Postage		165.80
Supplies		287.34
Telephone		841.99
Department Auto & Truck Use		21.66
		$ 41,028.83
Statutory Increase	$ 1,784.57	
War Adjustment	857.66	
W.P.A. Projects:		
Salaries		$ 12,929.50
Blue Prints & Photographs		6.48
Traveling Expense		435.95
Supplies		58.24
Telephone		778.67
Department Auto & Truck Use		1,641.79
		$ 15,850.63
Survey & Plans:		
Salaries		$ 346,220.89
Traveling Expense		3,108.73
Outside Equipment Hire - Mileage		512.72
Supplies		3,588.98
Building & Grounds		2,304.32
Rent		5,823.39
Equipment		320.25
Blue Prints		5,927.56
Photographs		562.43
Telephone		2,625.35
Postage		176.80
Purchase & Stores Account		190.03
Department Auto & Truck Use		28,981.64
		$ 400,343.09
Statutory Increase	$28,336.54	
War Adjustment	14,208.41	
Road Construction:		
Salaries		$ 268,215.53
Engineering Expense		1,872.62
Outside Equipment Hire - Mileage		1,255.07
Advertising		649.88
Photographs		42.63
Supplies		277.49
Building & Grounds		2,228.32
Telephone		2,826.81
Blue Prints		2.88
Postage		218.72
Miscellaneous		57.93
Department Auto & Truck Use		25,815.87
		$ 303,463.75
Statutory Increase	$20,354.85	
War Adjustment	10,151.34	

Schedule #91

Engineering and Inspection
State Highway
(2)

		Expenditures to Dec. 31, 1943
Bridge Construction:		
Salaries		$ 131,365.67
Inspection Expense		1,066.37
Sounding Apparatus Expense		133.88
Outside Equipment Hire - Mileage		1,468.55
Supplies		217.72
Postage		5.79
Advertising		245.76
Blue Prints & Photographs		529.51
Telephone		1,091.86
Miscellaneous		17.20
Department Auto & Truck Use		6,275.19
Total Expenditures		$ 142,417.50
Statutory Increase	$ 8,048.21	
War Adjustment	4,026.65	
Commitments:		
Contract Liab. Engr. Services		$ 54,000.00
TOTAL EXPENDITURES AND COMMITMENTS		$ 196,417.50
TOTAL ENGINEERING AND INSPECTION		$ 957,103.80
TOTAL STATUTORY INCREASE	$58,524.17	
TOTAL WAR ADJUSTMENT	29,244.06	

* * * * * * * * * *

Engineering and Inspection
County & Township Aid

Salaries		$ 158,516.60
Engineering Expense		702.00
Inspection Expense		7,410.25
Outside Equipment Hire - Mileage		2,802.86
Supplies		744.34
Equipment		98.77
Telephone		2,273.25
Blue Prints & Photographs		39.57
Postage		2,051.78
Miscellaneous		7.41
Department Auto & Truck Use		16,263.75
		$ 190,910.58
Statutory Increase	$13,632.02	
War Adjustment	6,681.06	

Schedule #92

Administrative Cost of Acquiring Right of Way

		Expenditures to Dec. 31,1943
Negotiation and Title:		
Salaries		$ 147,274.09
Appraisal Service		5,124.31
Titles		2,432.57
Traveling Expense		2,203.56
Outside Equipment Hire-Mileage		8.48
Supplies		497.84
Advertising		131.25
Postage		276.77
Blue Prints		1,235.03
Telephone		2,000.65
Department Auto & Truck Use		7,797.11
		$ 168,981.66
Statutory Increase	$ 8,212.77	
War Adjustment	4,320.61	
Legal:		
Salaries		$ 53,416.53
Special Services, Attorneys, Appraisers, Witnesses, Condemnation, etc.		6,180.19
Condemnation Advertising		1,572.88
Traveling Expense		11.13
Supplies		355.03
Telephone		734.65
Postage		200.00
Department Auto & Truck Use		367.80
		$ 62,838.21
Statutory Increase	$ 980.19	
War Adjustment	473.21	

Schedule #93

Administration

		Expenditures to Dec. 31,1943
General:		
Salaries		$ 96,330.74
Traveling Expense		1,049.34
Outside Equipment Hire - Mileage		82.68
Supplies		6,532.18
Equipment		610.21
Telephone & Telegraph		3,210.86
Maps & Blue Prints		9.25
Postage		1,821.87
Building & Grounds		1,072.33
Exhibits, Sign Work, Displays, etc.		2,137.47
Miscellaneous		2,347.14
Department Auto & Trust Use		4,236.49
Total Expenditures -		$ 119,440.56
Statutory Increase	$ 4,890.24	
War Adjustment	2,197.92	
Commitments:		
Contract Liab. Special Services		$ 2,500.00
TOTAL EXPENDITURES AND COMMITMENTS		$ 121,940.56
Auditing & Accounting:		
Salaries		$ 31,121.68
Traveling Expense		296.17
Telephone		620.26
Supplies		89.40
		$ 32,127.51
Statutory Increase	$ 1,794.66	
War Adjustment	994.56	
Purchasing:		
Salaries		$ 12,011.15
Outside Equipment Hire - Mileage		.96
Telephone		536.14
Traveling Expense		5.20
		$ 12,553.45
Statutory Increase	$ 871.61	
War Adjustment	441.96	
Sub-total - Expenditures	$ 7,556.51	
	3,634.44	$ 164,121.52

Administration
(2)

Laboratory:

		Expenditures to Dec. 31,1943
Salaries		$ 110,619.53
Credit for Outside Inspection		663.65 *
Outside Inspection		3,606.23
Traveling Expense - Testing		597.11
" " - Inspection		1,841.19
" " - Core Drill		444.00
Outside Equipment Hire - Mileage		873.35
Supplies		2,082.78
Equipment		602.71
Building & Grounds		2,756.93
Telephone		928.57
Heat & Light		2,914.38
Water Rent		296.01
Postage		223.70
Freight and Express		785.56
Insurance		1,839.31
Rent		240.00
Department Auto & Truck Use		9,318.50
		$ 139,306.21
Statutory Increase	$ 8,323.23	
War Adjustment	4,130.93	

Highway Planning Bureau

General:

Salaries		$ 7,973.35
Building & Grounds		573.11
Expense		82.21
Supplies		90.66
Outside Equipment Hire - Mileage		29.70
Postage		14.08
Telephone & Telegraph		40.69
		$ 8,803.80
Statutory Increase	$ 378.16	
War Adjustment	188.90	
TOTAL ADMINISTRATION EXPENDITURES		$ 312,231.53
TOTAL STATUTORY INCREASE	$16,257.90	
TOTAL WAR ADJUSTMENT	7,954.27	
TOTAL EXPENDITURES AND COMMITMENTS		$ 314,731.53

* RED figure.

Schedule #95

State-Wide Highway Planning Survey
Federal Project

		Expenditures to Dec. 31, 1943
Salaries		$ 39,714.33
Traveling Expense		298.76
Supplies		416.96
Sale of Maps		1,128.76
Building & Grounds		1,105.25
Blue Prints		3,653.23
Postage		53.77
Telephone		260.42
Tabulator Rental		3,216.16
Miscellaneous		17.70
Department Auto & Truck Use		2,279.35
		$ 49,887.17
Statutory Increase	$ 2,366.77	
War Adjustment	1,207.04	

* RED Figure.

Schedule #96

Operation of Plant and Equipment

	Expenditures to Dec. 31, 1943
Operation of Automobiles:	
Salaries (Operators)	$ 23,992.39
Gasoline	21,107.84
Oil and Grease	1,064.68
Storage	2,719.01
Tires and Tubes	4,504.66
Garage Labor	33,336.31
Parts	6,851.42
Tools	395.29
Supplies	1,191.37
Traveling Expense	39.75
Insurance	3,146.31
Purchase & Stores Account	2,657.00
Miscellaneous	733.20
Depreciation	29,775.77
	$ 131,515.00
Operation of Trucks:	
Salaries (Operators)	$ 277,274.06
Gasoline	40,870.03
Oil and Grease	2,775.13
Storage	7,196.12
Tires and Tubes	4,801.01
Parts	21,200.42
Garage Labor	58,254.42
Tools	564.55
Supplies	4,586.25
Traveling Expense	11.02
Insurance	7,499.05
Purchase & Stores Account	7,300.48
Miscellaneous	1,161.10
Depreciation	63,830.75
	$ 497,324.39
Operation of Equipment:	
Salaries (Operators)	$ 61,119.40
Gasoline	12,236.88
Oil and Grease	1,002.78
Storage	3,371.04
Tires and Tubes	1,281.95
Garage Labor	27,440.53
Parts	21,542.13
Tools	496.02
Traveling Expense	152.25
Supplies	2,680.54
Insurance	2,086.09
Purchase & Stores Account	5,303.27
Miscellaneous	215.03
Depreciation	59,639.45
	$ 198,567.36

Schedule #97

Operation of Plant & Equipment
(2)

Operation of Garages:	Expenditures to Dec. 31, 1943
Salaries	$ 163,271.17
Gasoline	184.93
Oil and Grease	109.03
Office Equipment	295.40
Repair Parts	1,095.42
Tools	1,260.31
Materials and Supplies	4,330.86
Rent	5,764.04
Heat and Light	1,804.40
Freight and Express	1,067.51
Telephone	3,905.26
Insurance	3,406.94
Traveling Expense	838.27
Compensation and Medical	3,691.28
Postage	364.30
Tabulator Rent	4,187.50
Building and Grounds	18,638.18
Maintenance and Betterment	7,624.98
Purchase & Stores Account	971.09
Depreciation	3,555.08
	$ 226,365.95
TOTAL COST OF OPERATION OF PLANT & EQUIPMENT	$ 1,053,772.70

TOTAL STATUTORY INCREASE	$30,198.78
TOTAL WAR ADJUSTMENT	16,559.28

Distribution to Using Divisions

Equipment Division:	Expenditures to Dec. 31, 1943
Survey & Plans	$ 28,981.64
Construction General	21.66
W.P.A. Construction (Engr. & Insp.)	1,641.79
Roads " " "	25,815.87
Bridges " " "	6,275.19
Negotiation & Titles	7,797.11
Legal	367.80
Administration	4,236.49
Building & Grounds	62.00
Purchase & Stores	1,132.23
Projects	16,263.75
Laboratory	9,318.50
St. Hwy. Planning Survey (Federal Project)	2,279.35
Maintenance	934,733.81
Electrical	14,517.51
Inst. & Agencies (Water Reservoirs)	328.00
	$ 1,053,772.70

Statutory Increase	$30,198.78
War Adjustment	16,559.28

Schedule #92

Operation of Buildings and Grounds

	Expenditures to Dec. 31, 1943	
148 West State Street:		
Labor	$ 3,017.96	
Supplies	61.53	
Heat	418.71	
Light & Power	451.49	
Rent	3,600.00	
Miscellaneous	1.28	$ 7,550.97
Fernwood:		
Labor	$ 26,307.64	
Supplies	350.40	
Heat	1,962.28	
Light & Power	1,854.45	
Water Rent	444.03	
Auto Expense	62.00	
Miscellaneous	405.25	$ 31,386.05
Newark:		
Labor	$ 1,731.20	
Supplies	57.35	
Heat	1,069.67	
Light & Power	1,930.20	
Water Rent	129.10	
Rent	1.00	
Miscellaneous	23.04	$ 4,941.56
Vineland:		
Heat	$ 674.63	
Light & Power	133.34	$ 807.97
Dover:		
Labor	$ 47.00	
Supplies	.50	
Heat	249.61	
Light & Power	94.19	
Water Rent	12.74	$ 404.04
		$ 45,090.59

Statutory Increase	$1,756.24
War Adjustment	876.86

Distribution to Using Divisions

Buildings & Grounds Division:	Expenditures to Dec. 31, 1943
Survey & Plans	$ 2,304.32
Roads Construction - Engr. & Insp.	2,228.32
Highway Planning Bureau:	
St.-Wide Hwy. Planning Survey	1,105.25
General	573.11
Administration	1,072.33
Laboratory	2,756.96
Purchase & Stores	3,138.60
Garage Overhead	18,638.18
Maintenance	7,202.00
Maint.-Compensation & Medical	668.02
Electrical	5,403.53
	$ 45,090.59

Statutory Increase	$1,756.24
War Adjustment	876.86

Schedule #99

Operation of Purchase and Stores Account

	Expenditures to Dec. 31, 1943
Salary	$ 23,626.75
Drums	204.95
Supplies	71.42
Expense	515.50
State Purchase Fund Overhead	4,754.67
Telephone	467.05
Freight and Express	154.67
Rent - Buildings & Grounds	3,138.60
Auto Expense	1,132.23
Insurance	3,821.62
	$ 37,887.46

Statutory Increase	$1,039.12
War Adjustment	547.12

Distribution to Using Divisions

Purchase & Stores Account Division:	Expenditures to Dec. 31, 1943
Operation of Autos	$ 2,657.00
" " Trucks	7,300.48
" " Equipment	5,303.27
Maintenance	19,782.25
Electrical	1,392.83
Survey & Plans	190.03
Garage Overhead	971.09
Maintenance & Betterment	290.51
	$ 37,887.46

Statutory Increase	$1,039.12
War Adjustment	547.12

Statutory Increase & War Adjustment

Jan. 1 to Dec. 31, 1943

In Accordance with Chapters 124 & 125, P. L. 1943

Division	Statutory Increase	War Adjustment
General Administration	$ 7,556.51	$ 3,634.44
Highway Planning, General	378.16	188.90
Construction Division	58,524.17	29,244.06
Projects Division	13,632.02	6,681.06
Right of Way Division	8,212.77	4,320.61
Legal Division	980.19	473.21
Laboratory	8,323.23	4,130.93
State-Wide Highway Planning (Federal Project)	2,366.77	1,207.04
Transportation Survey	433.33	217.20
Operation of Plant & Equipment	30,198.78	16,559.28
" " Building & Grounds	1,756.24	876.86
" " Purchase & Stores	1,039.12	547.12
Sub-total	$ 133,401.29	$ 68,080.71
Maintenance Division	176,842.67	88,162.85
Electrical Division	32,472.93	16,405.25
TOTAL -	$ 342,716.89	$ 172,648.81

Schedule #101

W.P.A. Construction - Primary Projects
State Highway System
Expenditures and Commitments
January 1 to Dec. 31, 1943

Proj. No.	Rt. No.	Location	Description of Work	Contract Bal. Owing Jan. 1, 1943	Contingencies Owing Jan. 1, 1943	Total	Adjustment of Contingencies Off	Total	Expenditures to Dec. 31, 1943	Balance of Commitments Dec. 31, 1943	% of Completion 12-31-43	Date of Commencement	Date of Completion
P-31	28	Lebanon Relocation	Grading	$ 14,273.69	$ 15,178.29	$ 29,451.98	$ 15,178.29	$ 14,273.69	$ 14,273.69	$ 0	100	10-30-39	2-28-41
P-55	S3	Sec. 3, Rt. 6 at Valley Rd. to Passaic Ave.	"	38,152.27	15,185.96	53,338.23	29,648.72	23,689.51	23,689.51	0	100	3-27-41	11-1-42
P-57	25	Sec. 34, Embankment Widening	"	81,501.90	9,918.90	91,420.80	46,453.51	44,967.29	44,967.29	0	71*	7-21-41	11-12-42*
		TOTAL FOR PRIMARY PROJECTS		$133,927.86	$ 40,283.15	$174,211.01	$ 91,280.52	$ 82,930.49	$ 82,930.49	$ 0			

* Contract Terminated.

W.P.A. Construction - Betterment Projects
Expenditures and Commitments
January 1 to Dec. 31, 1943

Proj. No.	Rt. No.	Location	Description	County	W.P.# 1014	Balance of Sponsor's Commitments Jan. 1, 1943	Transfers From	Transfers To	Total Allocation Dec. 31, 1943	Sponsor's Expenditures Dec. 31, 1943	Transferred to Maintenance Div. for Completion
B-36	4	Burl. Co. Line to Manahawkin	Widen St. Hwy.	Ocean	15-2	$ 0	$ 0	$ 500.00	$ 500.00	$ 500.00	$ 0
B-73	31	Chester to Barley	Grading Shldrs.	Morris	14-7	3,230.00	3,230.00	0	0	0	0
B-85	31	Co. Line to Chester Boro.	Const. Cobble Gut.	"	14-12	3,200.00	0	4,962.00	8,162.00	0	8,162.00
B-151	48	Sec. 19, Pittsgrove	Drain., Topsoil & Seeding	Salem	17-14	4,697.76	4,697.76	0	0	0	0
B-167	39	Oak Shade to Pemberton Rd.	", Seed., & Gd. Rail	Burl.	3-54	32,414.78	32,414.78	0	0	0	0
B-168	48	Sec. 20, PoleTavernCircleWest	", Topsoil & Seed.	Salem	17-18	3,169.37	0	0	3,169.37	0	3,169.37
B-184	1	Palisades Ave. to N. Y. State Line	Landsc., Clear., Rd. Excav.	Bergen	2-71	36.25	36.25	0	0	0	0
B-188	S1	Sec. 1, Fort Lee	Const. Rubble Masonry Guard Rail	"	2-84	131.44	131.44	0	0	0	0
B-192	48	Sec. 25 to Tilton Rd. to New Road	Const. Drain, Pavement, Topsoil	Atlantic	1-54	2,866.05	2,440.59	0	425.46	425.46	0
B-197	40	Sec. 5, Red Lion Circle to Buddtown	Landscaping & Drainage	Burl.	3-72	373.23	373.23	0	0	0	0
B-198	43	Egg Harbor	Drainage, Pavement, Sidewalk	Atlantic	1-56	237.05	237.05	0	0	0	0
B-201	45	Salem City	Drain. Impro.	Salem	17-27	8,924.00	0	17,782.00	26,706.00	0	26,706.00
B-204	47& 48	(1927) Sec. 7 & 16, Franklin Twp.	Drain. Impro.	Glou.	8-46	19,390.00	0	29,485.00	48,875.00	0	48,875.00
B-205	31	Sec. 11, Andover	Rd., Culv. Drain	Sussex	19-8	37,521.24	0	54,337.76	91,859.00	0	91,859.00
B-207	27	Stockton St., Princeton	Drainage	Mercer	11-46	1,188.47	1,166.97	0	21.50	21.50	0
B-208	48	Landisville	" Impr.	Atlantic	1-67	1,660.85	1,660.85	0	0	0	0
N.Y.A.	25	Woodbridge	Const. Fence & Gar.	Middle.	-	85.16	85.16	0	0	0	0
P-40	54	Hammonton-Landisville Rd.	Topsoil & Seed. etc.	Atlantic	1-50	0	0	4.70	4.70	4.70	0
		Undistributed				769.57	769.57	0	0	0	0
		Reserve				11,383.09	12,152.66	769.57	0	0	0
		Total for Betterment Projects				$ 131,278.31	$ 59,396.31	$ 107,841.03	$179,723.03	$ 951.66	$ 178,771.37
		Total for Primary Projects				174,211.01	91,280.52	0	82,930.49	82,930.49	0
		GRAND TOTAL -				$ 305,489.32	$ 150,676.83	$ 107,841.03	$262,653.52	$ 83,882.15	$ 178,771.37

Balance of Appropriation not Obligated - $2,956.23.

State of New Jersey
Statement of Assets and Liabilities
As of Dec. 31, 1943

- Federal Aid Special Allotments -

ASSETS		LIABILITIES	
	Federal W.P.G. Grade Crossing Fund		
Cash	$ 0	Balance of Federal Aid not Contracted for	$ 19,050.80
Federal Aid Allotment	19,050.80		
TOTAL	$ 19,050.80	TOTAL	$ 19,050.80
	Federal Elimination of Hazards and Railroad Crossings Fund		
Cash	$ 18,189.40*	Road Contracts	$ 18,759.14
Federal Aid Allotment	1,186,160.40	Bridge "	63,818.17
" " Certified	102,064.00	Balance of Federal Aid not Contracted for	1,187,457.69
TOTAL	$1,270,035.00	TOTAL	$ 1,270,035.00
	Federal Secondary & Feeder Roads Fund		
Cash	$ 2,457.26*	Road Contracts	$ 89,183.17
Federal Aid Allotment	545,412.42	Bridge "	33,662.02
" " Certified	135,791.00	Balance of Federal Aid not Contracted for	555,900.97
TOTAL	$ 678,746.16	TOTAL	$ 678,746.16
	Federal Defense Access Highway Fund		
Cash	$ 326,666.28	Road Contracts	$ 768,126.22
Federal Aid Allotment	227,074.60	Bridge "	116,063.81
" " Certified	923,508.68	Purchase of Right of Way	65,416.75
		Amt. due Acct. #R 8 F Maint. Div. for work performed	6,702.78
		Advance from U. S. Government (Trust Acct.)	400,000.00
		Balance of Federal Aid not Contracted for	120,940.00
TOTAL	$1,477,249.56	TOTAL	$ 1,477,249.56
	Federal Strategic Highway Fund		
Cash	$ 103,054.83*	Road Contracts	$ 167,137.06
Federal Aid Allotment	7,766.50	Bridge "	17,655.56
" " Certified	310,653.50	Purchase of Right of Way	20,000.00
		Liab. for Trans. Studies	2,806.05
		Balance of Federal Aid not Contracted for	7,766.50
TOTAL	$ 215,365.17		$ 215,365.17
	Federal Special Aid Allotments		
Federal Aid Allct. for Advance Engr. Studies on Rt. #100	$ 127,368.00	Federal Aid Allot. for Advance Engr. Studies on Rt. #100	$ 127,368.00

* Deficit awaiting reimbursement from U. S. Government.

Schedule #103

100% Federal Aid Program for Elimination of Hazards at Railroad Grade Crossings

- Projects Contracted for Previous to 1943 -

F. A. Proj.#	Local Name	County	Contract Amount	Contingencies	Total	Adjustment of Contingencies On	Adjustment of Contingencies Off	Total	Expenditures to Dec.31, 1943	Balance of Commitments Dec.31,1943	% of Completion 12-31-43	Date of Commencement	Date of Completion
FAGM 8 FAGM 8	RooseveltAve.,Carteret,CRR " " " "	Middlesex	$ 0	$ 5,105.75	$ 5,105.75	$ 0	$ 5,105.75	$ 0	$ 0	$ 0	100	12-4-39	9-25-40
" "	Tuscarora Oil Co.,ForceAcct.	"	1,013.00	0	1,013.00	0	1,013.00	0	0	0	100	-	-
" "	Roosevelt Ave.,Carteret, Western Union Force Acct.	Union	378.12	0	378.12	0	293.25	84.87	84.87	0	100	-	-
" "	Roosevelt Ave.,Carteret,CRR of N.J.,Force Account	Middlesex	7,555.39	315.93	7,871.32	0	5,424.31	2,446.51	2,446.51	0	100	-	-
"6B & 26A	Penna.-Read.Seashore Lines Haddon Ave. & Keys Milford Rd.(Road Items)	Camden	0	5,446.19	5,446.19	0	5,446.19	0	0	0	100	2-5-41	12-2-41
" "	Ditto Above (Bridge Items)	"	0	15,178.39	15,178.39	0	15,178.39	0	0	0	100	2-5-41	12-2-41
" "	" " Force Acct.	"	4,183.61	0	4,183.61	0	4,183.61	0	0	0	0	-	-
" "	" " Prelim.Engineering	"	308.13*	0	308.13*	5,478.29	0	5,170.16	5,170.16	0	-	-	-
FAGS 27A	Central RR & West Ave., Sewaren (Road Items)	Middlesex	16,634.37	4,810.52	21,444.89	0	0	21,444.89	9,391.82	12,053.07	100	4-6-41	10-8-42
" "	Ditto Above (Bridge Items)	"	14,388.99	17,596.14	31,985.13	0	0	31,985.13	14,388.99	17,596.14	100	4-22-41	1-8-42
" "	West.Union Tel.Co. at West Ave.,Sewaren,Force Acct.	"	1,576.06	0	1,576.06	0	0	1,576.06	293.55	1,282.51	0	-	-
" "	Central RR of N.J. at Sewaren (Force Account)	"	5,415.65	0	5,415.65	0	0	5,415.65	4,974.74	440.91	-	-	-
FAGM 30	D.L.&W.Gr.Cross at Danforth (Road Items	Morris	0	2,533.86	2,533.86	0	0	2,533.86	0	2,533.86	100	5-1-41	5-4-42
" "	Ditto Above,Bridge Items	"	0	6,111.66	6,111.66	0	0	6,111.66	0	6,111.66	100	5-14-41	12-4-41
" "	D.L.&W.R.R.Co.Force Acct.	"	1,685.63	0	1,685.63	0	0	1,685.63	0	1,685.63	-	-	-
" "	Western Union Tel.Co. Force Acct.	"	370.12	0	370.12	0	0	370.12	0	370.12	-	-	-
" 31	D.L.&W.R.R.Co.at Riverview Drive,Totowa Boro-Rd.Item	Passaic	5,216.19	2,885.47	8,101.66	0	0	8,101.66	635.81	7,465.85	100	8-14-41	10-6-42
" "	Ditto Above - Bridge Item	"	1,300.72	14,527.70	15,828.42	0	0	15,828.42	1,300.72	14,527.70	100	8-14-41	9-17-42
" "	D.L.&W.R.R.Co.-Force Acct.	"	829.48	0	829.48	0	0	829.48	0	829.48	-	-	-
" "	WesternUnionTel.Co.-Force Acct.	"	578.27	0	578.27	0	0	578.27	185.68	392.59	-	-	-
FAGS 34	Park Ave.,Pennsauken Twp., Flasher Signal PRR-ForceAcct.	Camden	6,974.66	0	6,974.66	0	770.36	6,204.30	6,204.30	0	-	-	-
"49A(1)	PRR Bridge East of Bordentown	Burl.	40,878.10	6,925.29	47,803.39	0	0	47,803.39	43,175.14	4,628.25	100	6-22-42	6-13-43
" "	PRR Co. - Force Account	"	3,807.06	0	3,807.06	0	0	3,807.06	1,164.63	2,642.43	-	6-22-42	-
FAGH 82A	Lehigh & New England RR on Rt.23,Sec.8 at Sussex-Rd.It.	Sussex	0	18,290.60	18,290.60	0	18,290.60	0	0	0	100	7-17-40	10-20-41
" "	Ditto Above, Force Acct.	"	492.65	0	492.65	0	452.75	39.90	39.90	0	-	-	-
FAGM 118C (2)	Rt.1,Sec.1B, D.L.&W.R.R.Co. Jersey City, Bridge Items	Hudson	0	7,201.55	7,201.55	0	7,201.55	0	0	0	100	12-13-38	12-18-39
" "	Ditto Above,WesternUnion	"	1,480.50	0	1,480.50	0	905.19	575.31	575.31	0	100	-	-
" "	" " Force Acct.	"	19.17*	0	19.17*	2,757.43	0	2,738.26	2,738.26	0	-	-	-
" "	" " Water Works	"	2,472.00	0	2,472.00	0	914.38	1,557.62	1,557.62	0	-	-	-
" 144	NYS & WRR at Fairview, Rd. Items	Bergen	4,142.75	3,623.74	7,766.49	0	0	7,766.49	3,834.60	3,931.89	100	8-4-41	8-11-42
" "	Ditto Above,Bridge Item	"	7,003.70	5,994.49	12,998.19	0	0	12,998.19	7,003.70	5,994.49	100	8-4-41	8-22-42
" "	NYS & WRR - Force Acct.	"	90.73	0	90.73	0	0	90.73	0	90.73	-	-	-
	State-Wide Planning Projects		7,713.60	0	7,713.60	0	0	7,713.60	7,713.60	0	100	-	-
	Insp.& Engr.-Pd.by Gov't.		0	0	0	30,981.33	0	30,981.33	30,981.33	0	-	-	-
	TOTAL PROJECTS PREVIOUS TO 1943 -		$ 135,854.05	$116,547.28	$252,401.33	$ 39,217.05	$ 65,179.33	$226,438.55	$ 143,861.24	$ 82,577.31			

* Red figure.

Balance of Federal Aid Program For Elimination of Hazards and Railroad Grade Crossings as of Dec. 31, 1943

F. A. Project	Local Name	County	Amount
F.A.G.M. 28-A (1)	Howe Lane, Penna. Railroad	Middlesex	$ 180,320.00
" 32 (1)	Penna.-Reading Seashore Lines at Red Bank Ave., Woodbury	Gloucester	59,425.00
			$ 239,745.00
	Balance of Allotment Unobligated		947,712.69
TOTAL FEDERAL AID FUNDS ON PROGRAM, Dec. 31, 1943 -			$1,187,457.69

It is understood that only those Projects of Military necessity will be contracted for.

Schedule #105

Expenditures and Commitments
Secondary and Feeder Roads
Federal Aid (50%)
Projects Contracted for Previous to 1943

Project #	Name of Road	County	Type	Contract Bal.Owing Jan.1,1943	Contingencies Jan.1,1943	Total	Adjustments On	Adjustments Off	Total	Expenditures to Dec.31,1943	Balance of Commitments Dec.31,1943	% of Completion 12/31/43	Date of Commencement	Date of Completion
FAS 14B(1)	Stockton-Flemington	Hunt'n.	Bit.C	$ 0	$ 4,243.34	$ 4,243.34	$ 0	$ 0	$ 4,243.34	$ 0	$ 4,243.34	100	12-21-40	9-23-41
" 18A(1)	Pittstown-Jutland Rd., Sec. 2	"	Hot P	3,651.19	2,052.64	5,703.83	0	0	5,703.83	0	5,703.83	100	10-21-40	9-23-41
" 23A(2)	Cuthbert Rd. Ext.	Camden	Rein.C.	1,337.53	6,732.24	8,069.77	0	0	8,069.77	1,498.99	6,570.78	100	8-25-41	12-1-41
" 40A	Old York Road	Burl.	Gravel	572.96	1,984.69	2,557.65	0	0	2,557.65	378.71	2,178.94	100	8-18-41	7-31-42
" 41A	Laurel Lake Bridge	Camden	Rein.C.	0	4,007.33	4,007.33	0	4,007.33	0	0	0	100	7-14-41	11-14-41
" 42A	Lambertville-Baptistown	Hunt'n.	7"P.M.	13,313.03	7,008.97	20,322.00	0	224.00	20,098.00	10,319.08	9,778.92	100	7-1-41	12-31-41
" 43A	Brunsw.Pike Rd.Sec.1	"	7" C.	1,381.86	11,001.25	12,383.11	0	125.00	12,258.11	1,658.01	10,600.10	100	8-19-41	12-31-41
" 47A	Raccoon Cr. Br. Appro.	Glou.	7",8"RC	515.19	1,358.55	1,873.74	0	1,358.55	515.19	515.19	0	100	8-27-41	6-12-42
" 47A	" " " "	"	Bridge	545.98	6,167.58	6,713.56	0	6,167.58	545.98	545.98	0	100	7-30-41	6-15-42
" 48A	Kingwood-Byram Rd.	Hunt'n.	Macadam	7,207.56	3,236.36	10,443.92	0	0	10,443.92	5,630.55	4,813.37	100	4-8-42	11-14-42
"50,51,52A "55A,56,57	Bridge Approaches, 3 Brs.	Salem	Rein.C.	1,373.90	3,212.89	4,586.79	0	0	4,586.79	772.78	3,814.01	100	5-26-41	10-31-42
58, 59A	Const. of 5 Bridges	Burl.	Rein.C.	10,653.06	5,158.44	15,811.50	0	0	15,811.50	12,474.60	3,336.90	100	6-30-41	4-17-42
" 61A	Plan Studies at Ft.Dix	"	Survey	13,205.00	0	13,205.00	0	0	13,205.00	0	13,205.00	-	-	-
" 64A	" " " CapeMay	CapeMay	"	7,100.00	0	7,100.00	0	0	7,100.00	0	7,100.00	-	-	-
" 65A	" " " " "	" "	"	7,500.00	0	7,500.00	0	0	7,500.00	0	7,500.00	-	-	-
" 67A	Rt. 6, Denville-Picatinny Arsenal	Morris	"	20,000.00	0	20,000.00	0	0	20,000.00	0	20,000.00	-	-	-
" 71A(1)	Bayonne Naval Dry Dock and Supply Base	Hudson	"	5,000.00	0	5,000.00	0	0	5,000.00	0	5,000.00	-	-	-
" 72A(1)	Access Road to Port Newark	Essex	"	10,000.00	0	10,000.00	0	0	10,000.00	0	10,000.00	-	-	-
" 73	Access Road to Camp Kilmer	Middle.	"	3,000.00	0	3,000.00	0	0	3,000.00	0	3,000.00	-	-	-
" 75	Access Road to Motor Reception Park		"	3,000.00	0	3,000.00	0	0	3,000.00	0	3,000.00	-	-	-
" 76	Access Rd. to U. S. Coast Guard Sta. at Seaside Park to Long Beach		"	3,000.00	0	3,000.00	0	0	3,000.00	0	3,000.00	-	-	-
" 156C(1)	Monmouth Rd., Sec. 3	Mon-Ocean	6"Grav.	0	369.31*	369.31*	369.31	0	0	0	0	100	10-11-39	11-28-40
" 156C(1)	" (4 Timber Brs.)	" "	-	0	3,998.46	3,998.46	0	3,998.46	0	0	0	100	1-4-40	4-1-40
	State-Wide Planning Survey		Survey	6,688.00	0	6,688.00	0	0	6,688.00	6,688.00	0	-	-	-
	Engineering & Inspection Chgs. Paid by Gov't. and Counties						11,455.67	0	11,455.67	11,455.67	0	-	-	-
	TOTAL PROJECTS			$119,045.26	$59,793.43	$178,838.69	$11,824.98	$15,880.92	$174,782.75	$51,937.56	$122,845.19			

* RED figure.

Schedule #106

100% Federal Defense Access Highway Fund
Projects Contracted for Previous to 1943

Proj. No.	Local Name	Length in Miles	County	Contract Bal.Owing Jan.1,1943	Contingencies Jan.1,1943	Total	Adjustments		Total	Expenditures to Dec.31,1943	Balance of Commitments Dec.31,1943	% of Completion 12-31-43	Date of Commencement	Date of Completion
							On	Off						
DA-WR-1-(1)	Ft. Dix Access Rd.,Sec.2 from Rt.39,Mansfield Sq. to Georgetown													
	Roadway Const.,Pl.Conc.	3.515	Burl.	$469,995.15	$86,106.46	$556,101.61	$ 0	$ 0	$556,101.61	$436,078.28	$120,023.33	100	8-7-42	12-10-43
	Purchase of Right of Way	-	"	31,813.75	0	31,813.75	0	0	31,813.75	21,565.00	10,248.75	-	-	-
	TOTAL FOR PROJECT			$501,808.90	$86,106.46	$587,915.36	$ 0	$ 0	$587,915.36	$457,643.28	$130,272.08			
DA-WR-1B(1)	Ft.Dix Access Rd.,Sec.1 Georgetown to Pemberton-Wrightstown at Ft. Dix													
	Roadway Const.,Pl.Conc.	4.488	Burl.	$736,349.41	$80,777.40	$817,126.81	$ 0	$ 0	$817,126.81	$548,999.62	$268,127.19	97	9-29-42	6-15-44*
	Bridge " -PRR 3 Span	-	"	97,173.75	9,715.38	106,889.13	0	0	106,889.13	86,259.10	20,630.03	100	1-4-43	12-1-43
	" " - " Force a/c	-	"	2,587.22	0	2,587.22	0	0	2,587.22	680.32	1,906.90	-	-	-
	Purchase of Right of Way	-	"	44,158.00	0	44,158.00	0	0	44,158.00	32,250.00	11,908.00	-	-	
	TOTAL FOR PROJECT			$880,268.38	$90,492.78	$970,761.16	$ 0	$ 0	$970,761.16	$668,189.04	$302,572.12			
DA-WR-2	Access Rd. to Picatinny Arsenal Rd.,Sec.#3 & #4A													
	Roadway Const.,Pl.Conc.	1.199	Morris	$375,668.96	$49,683.66	$425,352.62	$ 0	$ 0	$425,352.62	$295,485.92	$129,866.70	98	6-24-42	6-1-44*
	Bridge Const., " "	"	"	96,058.33	26,995.70	123,054.03	0	0	123,054.03	66,219.76	56,834.27	100	7-7-42	8-11-43
	Force Acct.-Boro of Wharton Water Dept.	-	"	1,887.60	0	1,887.60	0	0	1,887.60	0	1,887.60	100	-	-
	Force Acct.-Mt.Hope Mineral R. R. Co.	-	"	617.59	0	617.59	0	0	617.59	517.86	99.73	100	-	-
	Force Acct.-Wharton & Northern R. R. Co.	-	"	352.03	0	352.03	0	0	352.03	285.10	66.93	100	-	-
	Purch.of Right of Way,Sec.3-		"	11,410.00	0	11,410.00	0	0	11,410.00	3,715.00	7,695.00	-	-	-
	" " " " " " 4A-		"	9,700.00	0	9,700.00	0	0	9,700.00	35.00	9,665.00	-	-	-
	TOTAL FOR PROJECT			$495,694.51	$76,679.36	$572,373.87	$ 0	$ 0	$572,373.87	$366,258.64	$206,115.23			
DA-WR-5	Access Rd. to Camp Kilmer	0.723	Middle.	$ 70,541.32	$ 7,894.10	$ 78,435.42	$21,005.54	$ 0	$ 99,440.96	$ 91,868.05	$ 7,572.91	100	11-26-42	6-25-43
DA-WR-6	Access Rd. to Motor Reception Park Carteret Boro. & Woodbridge Twp.	1.38	"	$112,969.49	$12,761.50	$125,730.99	$53,520.00	$ 0	$179,250.99	$178,582.10	$ 668.39	100	11-26-42	12-15-43
DA-WI-3	Access Rd. to Air Associates,Inc. Industrial Ave., Bendix	0.916	Bergen	$ 65.51	$ 3,492.05	$ 3,557.56	$ 0	$3,492.05	$ 65.51	$ 65.51	$ 0	100	7-1-42	9-4-42
	McClane & McClane-Engr.Ser.-		"	0	0	0	315.49	0	315.49	315.49	0	100	-	-
	Engr.&Inspection (State)	-	"	0	0	0	1,088.31	0	1,088.31	1,088.31	0	100	-	-
	TOTAL FOR PROJECT			$ 65.51	$ 3,492.05	$ 3,557.56	$ 1,403.80	$3,492.05	$ 1,469.31	$ 1,469.31	$ 0			
DA-NR-3	Access Rd. to Lakehurst Naval Air Station Bridge Const.,Manapaqua	-	Ocean	$ 401.49	$ 0	$ 401.49	$ 0	$ 0	$ 401.49	$ 0	$ 401.49	100	6-23-42	7-1-42

* Date of Completion estimated on number of working days specified in the Contract.

100% Federal Defense Access Highway Fund
Projects Contracted for Previous to 1943
(2)

Proj. No.	Local Name	Length in Miles	County	Contract Bal.Owing Jan.1,1943	Contingencies Jan.1,1943	T o t a l	Adjustments		T o t a l	Expenditures to Dec.31,1943	Balance of Commitments Dec.31,1943	% of Completion 12-31-43	Date of Commencement	Date of Completion
							O n	O f f						
DA-NR-2	Access Rd. to Naval Supply Depot at Bayonne													
	RoadwayConst.,Bit.Conc.	0.497	Hudson	$ 85,998.77	$ 21,181.04	$ 107,179.81	$ 0	$ 0	$ 107,179.81	$ 32,415.97	$ 74,763.84	100	6-2-42	5-4-43
	Bridge Const., " "	-	"	15,344.76	10,613.73	25,958.49	0	0	25,958.49	4,669.20	21,289.29	100	6-12-42	3-24-43
	ForceAcct.-LehighVal.R.R.	-	"	602.34	0	602.34	0	0	602.34	635.11	32.77**	100	-	-
	" " -Centr.RR of N.J.	-	"	7,393.08	0	7,393.08	0	0	7,393.08	6,630.90	762.18	100	-	-
	" " -Std.Oil Co." "	-	"	1,903.00	0	1,903.00	0	0	1,903.00	682.49	1,220.51	100	-	-
	Purchase of Right of Way	-	"	10,000.00	0	10,000.00	0	0	10,000.00	0	10,000.00	-	-	-
	TOTAL FOR PROJECT			$ 121,241.95	$ 31,794.77	$ 153,036.72	$ 0	$ 0	$ 153,036.72	$ 45,033.67	$108,003.05			
DA-NR-5	Access Rd.,Ave."E",East 40th St.to E.52nd St.,Bayonne													
	Roadway Construction	0.572	Hudson	$ 47,954.29	$ 7,371.44	$ 55,325.73	$ 0	$ 0	$ 55,325.73	$ 48,297.46	$ 7,028.27	100	11-9-42	5-6-43
	Preliminary Engineering	-	"	3,000.00	0	3,000.00	0	0	3,000.00	0	3,000.00	-	-	-
	TOTAL FOR PROJECT			$ 50,954.29	$ 7,371.44	$ 58,325.73	$ 0	$ 0	$ 58,325.73	$ 48,297.46	$ 10,028.27			
DA-NR-7	Access Rd.,Island Beach, Forked River Coast Guard Station to Seaside Park													
	Roadway Construction	8.403	Ocean	$ 86,346.08	$ 7,953.92	$ 94,300.00	$23,711.64	$ 0	$ 118,011.64	$ 111,236.86	$ 6,774.78	100	1-18-43	7-30-43
DA-NI-4	Access Rd.,New York Shipbuilding Corp.,Fairview & Morgan Boulevard													
	Roadway Construction	0.785	Camden	$ 40,156.03	$ 14,472.60	$ 54,628.63	$ 0	$ 0	$ 54,628.63	$ 31,750.53	$ 22,878.10	100	9-11-42	1-14-43
DA-NI-6(1)	Access Rd.,PortSt.,Newark	0.113	Essex	$ 4,465.27	$ 669.25	$ 5,134.52	$ 964.20	$ 0	$ 6,098.72	$ 6,098.72	$ 0	100	11-5-42	4-17-43
	TOTAL, PROJECTS PREVIOUS TO 1943			$2,364,913.22	$339,688.23	$2,704,601.45	$100,605.18	$3,492.05	$2,801,714.58	$2,006,427.66	$795,286.92			
	- 1 9 4 3 Projects -													
DA-NI-6B(1)	Access Rd.to Port Newark	0.819	Essex	$ 119,416.06	$ 11,933.94	$ 131,350.00	$ 0	$ 0	$ 131,350.00	$ 119,103.24	$ 12,246.76	100	2-1-43	7-1-43
	Bridge over PRR & CRR	-	"	102,452.20	10,244.00	112,696.20	0	0	112,696.20	100,196.45	12,499.75	100	3-1-43	6-23-43
	Force Acct.,Centr.RR of NJ	-	"	1,040.33	0	1,040.33	0	0	1,040.33	304.82	735.51	-	-	-
	" " P.R.R. Co.	-	"	500.00	0	500.00	0	0	500.00	0	500.00	-	-	-
	" " WestUnionTelCo.	-	"	1,813.36	0	1,813.36	0	0	1,813.36	358.88	1,454.48	-	-	-
	Purchase of Right of Way	-	"	15,000.00	0	15,000.00	0	0	15,000.00	0	15,000.00	-	-	-
	TOTAL FOR PROJECT			$ 240,221.95	$ 22,177.94	$ 262,399.89	$ 0	$ 0	$ 262,399.89	$ 219,963.39	$ 42,436.50			
DA-NC-9	Access Rd.-HigbeeLandingRd.	0.325	CapeMay	$ 7,264.71	$ 725.29	$ 7,990.00	$ 0	$ 0	$ 7,990.00	$ 6,808.06	$ 1,181.94	100	11-1-43	12-29-43
	Purchase of Right of Way	-	"	200.00	0	200.00	0	0	200.00	0	200.00			
	TOTAL FOR PROJECT			$ 7,464.71	$ 725.29	$ 8,190.00	$ 0	$ 0	$ 8,190.00	$ 6,808.06	$ 1,381.94			

** RED figure.

100% Federal Defense Access Highway Fund
- 1 9 4 3 Projects -

Proj. No.	Local Name	Length in Miles	County	Contract Bal.Owing Jan.1,1943	Contin-gencies Jan.1,1943	Total	Adjustments On	Adjustments Off	Total	Expenditures to Dec.31,1943	Balance of Commitments Dec.31,1943	% of Com-pletion 12-31-43	Date of Commence-ment	Date of Comple-tion
DA-WR-7	Access Rd. to CampEvans	-	Mon.	$ 70,682.75	$ 7,067.25	$ 77,750.00	$ 0	$ 0	$ 77,750.00	$ 63,375.61	$ 14,374.39	100	3-25-43	10-13-43
DA-WR-10-11-12	Access Rd. to Fort Monmouth - Camp Woods and Camp Coles	3.635	Mon.	$ 118,675.55	$ 11,844.45	$ 130,520.00	$ 0	$ 0	$ 130,520.00	$ 84,048.34	$ 46,471.66	97	8-20-43	1-25-44*
	Preliminary Engr.	-	"	1,232.00	0	1,232.00	0	0	1,232.00	0	1,232.00	-	-	-
	TOTAL FOR PROJECT			$ 119,907.55	$ 11,844.45	$ 131,750.00	$ 0	$ 0	$ 131,752.00	$ 84,048.34	$ 47,703.66			
DA-WR-9	Access Rd.,Pemberton to Fort Dix	0.165	Burl.	$ 17,457.60	$ 1,742.40	$ 19,200.00	$ 0	$ 0	$ 19,200.00	$ 8,103.06	$ 11,096.94	77-	9-20-43	6-1-44*
DA-WR-14	Access Rd.to Camp Shanks from Madison Ave.,Creskill to N. Y. State Line	5.481	Bergen	$ 24,735.10	$ 2,464.90	$ 27,200.00	$ 0	$ 0	$ 27,200.00	$ 14,703.57	$ 12,496.43	92	11-8-43	6-1-44*
	Preliminary Engr.	-	"	400.00	0	400.00	0	0	400.00	0	400.00	-	-	-
	TOTAL FOR PROJECT			$ 25,135.10	$ 2,464.90	$ 27,600.00	$ 0	$ 0	$ 27,600.00	$ 14,703.57	$ 12,896.43			
DA-WI-13	Access Rd.Passaic Ave.-Highlands Ave.,Wright Aeronautical Corp.	.236	Bergen	$ 20,211.20	$ 2,018.80	$ 22,230.00	$ 0	$ 0	$ 22,230.00	$ 0	$ 22,230.00	5	12-1-43	5-1-44 *
	Preliminary Engr.	-	-	1,500.00	0	1,500.00	0	0	1,500.00	0	1,500.00	-	-	-
	Purchase of Right of Way	-	-	700.00	0	700.00	0	0	700.00	0	700.00	-	-	-
	TOTAL FOR PROJECT			$ 22,411.20	$ 2,018.80	$ 24,430.00	$ 0	$ 0	$ 24,430.00	$ 0	$ 24,430.00			
	Additional Federal Aid Funds during 1943 for the following projects.													
DA-NI-6	Access Rd. to Port Street			$ 964.20(A)	-	$ 964.20	$ 0	$ 964.20(A)	0	$ 0	$ 0			
DA-NR-7	" " " Island Beach Coast Guard			$ 23,711.64(A)	-	$ 23,711.64	$ 0	$ 23,711.64(A)	0	$ 0	$ 0			
DA-WR-5	Access Road to Camp Kilmer			$ 21,005.54(A)	-	$ 21,005.54	$ 0	$ 21,005.54(A)	0	$ 0	$ 0			
DA-WR-6	Access Road to Motor Reception Park, etc.			$ 53,520.00(A)	-	$ 53,520.00	$ 0	$ 53,520.00(A)	0	$ 0	$ 0			
	TOTAL - 1943 PROJECTS			$ 602,482.24	$ 48,041.03	$ 650,523.27	$ 0	$ 99,201.38	$ 551,321.89	$ 397,002.03	$154,319.86			
	TOTAL - PROJECTS PREVIOUS TO 1943			2,364,913.22	339,688.23	2,704,601.45	100,605.18	3,492.05	2,801,714.58	2,006,427.66	795,286.92			
	TOTAL -			$2,967,395.46	$387,729.26	$3,355,124.72	$100,605.18	$102,693.43	$3,353,036.47	$2,403,429.69	$949,606.78			

(A) Additional Funds Transferred to their Project Number above.

* Date of Completion estimated on number of working days specified in the Contract.

FEDERAL DEFENSE ACCESS HIGHWAY FUND

Balance of Program
as of
Dec. 31, 1943

Project No.	Local Name	County	Amount
DA-NR-10	Rt. #S4A, Tuckerton to Little Egg Coast Guard Station	Ocean	$ 81,440.00
DA-WR-16	Portland Road, Boro of Highlands	Monmouth	12,000.00
DA-WR-17	Pleasant View Rd., Belle Mead A. S. F. Depot	Somerset	27,500.00
	TOTAL -		$ 120,940.00

Schedule #110

Special Federal Aid Allotment
for
Strategic Highways and Transportation Studies

Federal Aid Allotment -- 1942	$ 4,776.00	
Matched, Department Funds -- 1942	4,776.00	
Total Funds Available		$ 9,552.00
Approved Allocation of Funds:		
September 28, 1942	$ 5,000.00	
April 9, 1943	2,600.00	7,600.00
Balance Available for Allocation --		$ 1,952.00

Balance of Allocation
As of Dec. 31, 1943

Total Approved Allocation			$ 7,600.00
Expenditures -- Salary 1942		$ 2,035.00	
" " Jan. 1 to Dec. 31, 1943		4,701.95	
TOTAL EXPENDITURES			$ 6,745.95
STATUTORY INCREASE (1943)	$ 433.33		
WAR ADJUSTMENT (1943)	217.20		
Balance of Allocation -- Dec. 31, 1943			$ 854.05

50% of Total Cost to be reimbursed by the Federal Government.

Schedule #111

Federal Strategic Highway Fund
Construction of Roads - Bridges & Purchase of Right of Way

Rt.	Sec.	Local Name	1943 Contract Amount	1943 Contingencies	Total	Expenditures to Dec.31,1943	Balance of Commitments Dec.31,1943	% of Completion 12-31-43	Date of Commencement	Date of Completion
25	32B & 34A	Grade Separation at Port Newark Fed. Share 75% State 25%								
		Roadway Construction	$287,296.15	$28,723.85	$316,020.00	$148,882.94	$167,137.06	73	9/23/43	6/1/44 *
		Bridge "	59,233.30	5,916.70	65,150.00	47,494.44	17,655.56	99	9/27/43	5/1/44 *
		Purchase of Right of Way	20,000.00	0	20,000.00	0	20,000.00	-	-	-
		TOTAL FOR PROJECT	$366,529.45	$34,640.55	$401,170.00	$196,377.38	$204,792.62			
		Survey Trans. Studies	7,517.00	0	7,517.00	4,710.95	2,806.05			
		TOTAL -	$374,046.45	$34,640.55	$408,687.00	$201,088.33	$207,598.67			

* Date of Completion estimated on the Number of Working Days in the Contract.

RECAPITULATION

OF

ACCOUNTS RECEIVABLE

DECEMBER 31 1943

SCHEDULE	113	STATE DEPARTMENTS	$ 14,337.05
SCHEDULE	114	COUNTIES & MUNICIPALITIES	2,386.39
SCHEDULE	115	PUBLIC UTILITIES	91,985.70
SCHEDULE	116 to 124	OUTSIDE PARTIES	49,951.15
			$ 158,660.29

NOTE Not included in Statement of Assets and Liabilities by ruling of the Attorney General.

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1943

STATE DEPARTMENTS

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
Attorney General Office	3/31/36	Eq.	Repairs to Dept. car	$ 142.20
Budget Commission	11/30/43	"	Repairs to Buick car	96.44
Civil Service Commission	6/12/33	"	Rental of trucks & repairs	49.66
Commerce & Navigation, Dept. of	9/15/38	Elect.	Repairs to bridge	188.88
Governors Office	10/23/42	Eq.	Rental of Dept. car	100.50
Institutions & Agencies, Dept.	6/30/39	"	Rental of trucks & material	184.15
N. J. State Alcoholic Comm.	11/12/43	"	Rental of equipment	5.78
N. J. State Civil Defence	8/31/43	"	Rental of equipment	9.12
N. J. State Finance Dept.	11/25/35	"	Repairs to car	370.56
N. J. Sanit. at Glen Gardner	9/16/40	"	For sale of tools	6.09
N. J. State Dept. of Labor	6/30/34	"	Rental of trucks	45.00
N. J. State Dept. Local Governmtl	2/31/43	"	Rental of Chevrolet car	6.00
N. J. State Motor Vehicle Dept.	7/11/29	"	Rental & Repairs to cars	131.05
N. J. State National Guards	9/15/32	"	Gas, Oil & Labor	478.97
N. J. State Planning Board	3/15/38	"	Rental of truck	48.75
N. J. State Police	8/31/34	"	Sale of gromets	3.05
N. J. State Prison	11/30/43	"	Repairs to canvas apron	1.49
N. J. State Purchasing Dept.	10/15/36	Lab.	Testing	7.11
N. J. State Purchasing Dept.	12/21/37	Eq.	Repairs to cars & trucks	107.08
N. J. Quartermaster General	2/28/35	"	Rental of Garage and Repairs to cars	1,432.56
N. J. State Rehabilitation Comm	2/15/35	"	Rental of truck	12.75
N. J. State Village Skillman	4/30/40	"	Sale of tools	117.94
N. J. State Tax Department	4/15/35	"	Rental of trucks	8.00
N. J. State Treasuers Office	11/16/42	"	Rental of cars	378.00
N. J. State Unemployment Relief	1/15/34	"	Picks, shovels ect.	484.90
Rutgers College, Trustees of	6/30/37	Const.	Extra Width Rt. # S 28	2,519.75
Secretary of State Office	9/16/35	Eq.	Rental of car & truck	1,095.15
State House Commission	8/24/36	"	Rental of trucks	2,247.73
U. S. Supply Officier	11/12/43	Mtn.	Mudjack Work Bayonne	3,518.26
U. S. Coast Artillery	11/30/43	"	Mudjack Work Fort Dix	395.71
U. S. War Dept. Defence Office	11/30/42	Elect.	Damage to electric signal	144.42
				$ 14,337.05

SCHEDULE # 114

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1943

COUNTIES & MUNICIPALITIES

NAME	BILLED	DiVN.	DESCRIPTION	AMOUNT
*Bergen, County of	11/30/41	Lab.	Testing	$ 15.00
*Camden, City of	8/30/40	"	Testing	50.00
*Camden, County of	6/16/41	"	Testing	90.00
*Moorestown, Township of	6/24/40	"	Testing	81.00
*New Brunswick, City of	7/31/41	"	Testing	35.00
*Newton Board of Education	8/24/36	"	Testing	58.28
Ocean, County of	7/13/43	FA Const.	Project FAS #156 Cl & Bl	912.15
*Sussex, County of	5/29/22	Eq.	Federal truck parts & rentel	1,106.51
*Sussex, County of	8/15/27	Lab.	Testing	38.45
				$ 2,386.39

NOTE * Referred to Attorney General for collection.

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1943

PUBLIC UTILITIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Atlantic City R. R. Co.	11/30/33	Br. Const.	Rt. # 47 Grade X	$ 127.60
**N. J. & N. Y. R. R. Co.	12/31/31	" "	Rt. # 4 Sec. # 4	51,711.89
**N. J. & N. Y. R. R. Co.	12/31/33	" "	Rt. # 6 Sec. # 1 F	40,061.31
XPeoples Gas Company	10/22/29	Mtn.	Repairs to drain	84.90
				$ 91,985.70

NOTE
* Referred to E. T. Osborn Engr. of Grade Crossing

** Referred to Attorney General for collection.

X Referred to F. D. Woodruff Maintenance Division.

SCHEDULE # 116

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1943

OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Aaroe, Alice	3/15/40	Eq.	Damage to snow plow	$ 44.46
*Ace Transportation Co.	12/15/41	Mtn.	Damage to concrete Rt. # 28	86.66
*Acme Cooperage Co.	1/16/40	"	Sale of empty drums & bbls.	337.00
*Adams, Raymond	12/21/37	"	Damage to bridge	38.34
*Ahearn, Margaret	8/30/40	"	Damage to lighthouse	175.65
*Alpha Portland Cement Co.	10/24/38	Lab.	Testing	38.00
*Alvarez, Celestino	10/31/41	Mtn.	Damage to sign	23.64
*Amlicke, E. S.	10/31/31	Mtn.	Damage to bridge	28.94
*Anderson, Arthur	7/31/41	Elect.	Damage to electric sign	116.96
*Anderson, John	11/24/39	Mtn.	Damage to gate	160.85
*Anderson, Simon	5/31/40	"	Damage to sign	142.17
*Andries, Gus	12/31/35	"	Damage to bridge	121.23
*Anna, Carmello D.	5/29/37	"	Damage to electric signs	191.34
*Apple & Greenlaw	9/30/41	"	Damage to sign	17.36
*Applegate, Bart H.	8/15/35	"	Damage to bridge	79.72
*Arfert, Charles	11/15/37	Elect.	Damage to lighting	117.64
*Ariano Grove Corp.	9/30/40	"	Damage to electric sign	58.13
*Ashely, Arthur H.	3/31/41	Mtn.	Damage to sign	56.68
*Axelrod, Jacob J.	7/22/40	Elect.	Damage to electric sign	125.08
*Barone, Patrick	10/23/39	Mtn.	Injuries to employee	457.15
*Batavia, James L.	9/30/40	Elect.	Damage to electric sign	40.55
*Bates, Michael	6/29/35	Mtn.	Damage to sign	5.80
*Beakley, M. P.	11/15/33	"	Damage to guard rail	13.82
*Becker, Axel J.	5/22/31	"	Damage to bridge	57.96
*Bellina, Collegero	12/31/36	"	Damage to sign	24.04
*Berryman, William J.	7/10/30	R of W	Balance of Right of Way	500.00
*Bertell, Clemenc C.	12/31/34	Mtn.	Damage to reflector	30.30
*Bettinger, Frank	9/16/40	"	Damage to lighthouse	96.39
*Betts, Joseph E.	3/31/37	"	Damage to signal	83.11
*Bibba, Fred	9/30/36	"	Damage to reflector	39.24
*Bickel, Clifford A.	11/30/39	"	Damage to sign	6.63
*Bilkings Express Co.	10/15/36	"	Damage to bridge	30.47
*Blackwell, Raymond	7/31/41	"	Damage to guard rail	46.70
*Blaine, George	9/30/41	"	Damage to sign	57.47
*Block, Abe	9/30/41	"	Damage to guard rail	132.17
*Bodine, Edith	1/16/41	"	Damage to pipe railing	72.86
*Boyd, Lee	7/15/42	Elect.	Damage to traffic signal	433.38
*Boyer, J. W.	4/23/34	Mtn.	Damage to sign & guard rail	102.95
*Bradley, James E. Jr.	2/24/42	"	Damage to sign	28.22
*Bradshaw, George	12/31/37	"	Damage to sign	18.41
*Brady Motor Freight Co.	6/30/42	Eq.	Damage to truck	41.80
*Brancoforte, Leo	11/16/42	"	Damage to Chevrolet car	29.84
*Brandley, Richard	11/17/42	Mtn.	Damage to Historic Marker	14.50
*Brooke, Ewart	8/14/42	Elect.	Damage to electric sign	49.14
*Bruzett, Steve	12/31/35	Mtn.	Damage tos sign	41.85
*Busby, Alex	7/31/35	"	Damage to sign	28.83
*Busch, Peter	11/24/39	"	Damage to plants	27.21
*Bush, Thomas	9/15/38	"	Damage to sign	51.05
Byrd, T. M.	11/23/38	"	Damage to flasher	133.38
*Byrd, Warren	8/24/36	"	Damage to guard rail	30.53

SCHEDULE # 117

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1943

OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Cahill, Elizabeth M.	10/15/40	Elect.	Damage to traffic signal	$ 1,033.79
*Campbell, Arthur J.	1/24/36	Mtn.	Damage to sign	21.63
*Canning, Charles P.	8/31/42	"	Damage to marker	15.10
*Canter, Harry A.	9/15/32	"	Damage to bridge	32.95
*Canuso, Robert	5/25/36	"	Damage to guard rail	33.69
*Cardinal, James J.	6/15/39	"	Damage to signs	29.81
*Cartwright, Isaiah	11/24/39	"	Damage to signs	42.58
*Catalano, Patsy	9/30/41	"	Damage to guard rail	20.89
*Centanni, & MC Cafferty	8/30/41	Elect.	Damage to electric signs	134.45
*Chauncey, Ethel	8/14/42	"	Damage to electric signs	51.17
*Chevrolet Motor Co.	1/16/40	Eq.	Refinishing bodies	23.75
*Chuberski, Rose	12/31/32	Mtn.	Damage to bridge	45.77
*Churchill, Francis	11/30/28	"	Damage to bridge	135.24
*Clark, Francis	12/21/40	Elect.	Damage to electric sign	10.72
*Cole, Lillian B.	12/22/42	Mtn.	Damage to sign & post	45.89
*Collins, James	2/24/42	Elect.	Damage to signs	14.91
XColphalt Company	11/15/30	Mtn.	Empty drums returned	26.00
*Colyer, Whitfield	12/22/30	Eq.	Damage to car	86.28
*Conciano, Pasquale	5/15/37	Mtn.	Damage to sign	7.32
*Conover, John	3/15/39	Elect.	Damage to sign	74.68
*Consumers Lumber Co.	10/26/31	R of W	Salvaged lumber	1,000.00
*Cook, Floyd H.	9/30/36	Mtn.	Damage to guard rail	13.94
*Costello, Frank	5/16/41	Eq.	Damage to truck	88.22
*Cowans, W. T. Transfer Co.	2/15/40	Mtn.	Damage to guard rail	25.94
*Cranmer, A. B.	2/28/43	Eq.	Sale of gas and oil	16.47
*Cravatt, Pearl H.	1/16/41	Mtn.	Damage to pipe railing	39.84
*Czech, Stephen J.	5/15/40	"	Damage to stanchions	40.77
*Daly, Irene	9/30/37	"	Damage to guard rail	34.30
*Datore, Joseph	6/22/36	"	Damage to bridge	161.45
*Davis, Isaac W. Co.	5/25/36	"	Damage to bridge	74.76
*Degnan, John	2/15/40	"	Damage to guard rail	19.23
*De Kay, Thomas	9/30/37	"	Damage to guard rail	28.81
*Demarco & Saar	11/24/41	"	Damage to concrete	195.86
*Dender, Raymond	9/30/37	"	Damage to sign	26.33
*Denne, Marjorie & R.	2/24/42	Elect.	Damage to signs	88.52
*Destefano, Fred J.	3/15/40	"	Damage to electric signs	47.89
*Dever, Samuel	10/24/36	Mtn.	Damage to bridge	35.33
*De Vino, Louis	5/31/33	"	Damage to bridge	42.61
*Dilks, Earl	11/30/38	"	Damage to sign	42.92
*Dimiedo, James	1/16/40	"	Damage to pipe railing	47.14
*Dimodica, James	1/22/43	Eq.	Damage to Ford truck	12.42
*Dooner, Thomas F.	3/16/42	Mtn.	Injuries to employee	1,305.39
*Dreyer, Albert	12/31/36	"	Damage to sign	81.95
*Dubin, Louis	2/23/39	Eq.	Damage to equipment	222.13
*Dublin, Oliver	9/ 8/31	Mtn.	Damage to bridge	453.69
*Dubouis, Adolphe J.	5/22/31	"	Damage to bridge	39.04
*Duncan, Elmer S.	12/22/42	"	Damage to lighthouse	80.62
*Duff, George A.	2/28/41	"	Damage to signs	87.63
*Duffy & Weir	12/21/40	"	Damage to guard rail	62.75
*Dukas, Thomas	3/22/43	"	Damage to sign	25.76
*Dunbar, Clyde W.	8/15/40	"	Damage to sign	18.72
*Dutton, George	7/21/39	"	Damage to sign & post	40.74

SCHEDULE # 118

ACCOUNTS RECEIVABLE
AS OF
DECEMBER 31, 1943

OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Englehorn, John	6/24/40	Elect.	Damage to electric signs	$ 29.49
*Eriksen, Just F.	10/13/31	Lab.	Standard weights	9.36
*Esposito, Antonio	1/16/40	Elect.	Damage to lighting pole	329.27
*Essman, Maurice	2/21/30	Mtn.	Damage to bridge	117.35
*Everett, Sanford & Blanche	6/30/42	Elect.	Damage to electric signs	98.42
*Ewan, I. C.	11/23/32	Mtn.	Damage to bridge	75.76
*Fabor, Robert	4/15/40	Eq.	Damage to car	6.00
*Fallis, George	10/23/36	Mtn.	Damage to sign	36.39
*Farrell, John	3/31/38	"	Damage to bridge	107.73
Federal Elect. Products Co.	1/22/43	R of W	Rentel of Land	700.00
*Fenenicz, Charles	10/31/37	Mtn.	Damage to bridge	213.79
*Ferranti, Rossa	12/22/42	"	Injuries to employee	619.33
*Fleck, Jerone	9/30/41	"	Demage to steel fence	219.91
*Fiot, Delbert	11/30/41	Elect.	Damage to electric sign	78.95
*Franco, Philip	1/16/41	Mtn.	Damage to guard rail	23.79
*Fratto, Samuel	11/30/36	"	Damage to bridge	162.76
*Freas, William C.	2/23/43	Eq.	Damage to Galion Grader	182.79
*Freeman, Elizabeth	10/23/36	Mtn.	Damage to signal	31.15
*Fruesdale, Connie T.	4/30/40	" & El.	Damage to bridge	163.32
*Fuschman, Milton	12/21/40	Elect.	Damage to sign	75.61
*Galabesky, Edward	8/23/37	Mtn.	Damage to signal	114.46
*Galea, Angelo	3/15/39	Elect.	Damage to electric sign	172.14
*Ganim, Isaac	6/15/35	Mtn.	Damage to bridge	241.90
*Gano, James E.	11/25/35	"	Damage to guard rail	36.06
*Garlinsky, Joseph	3/15/38	Elect.	Damage to light standard	149.12
*Gensckal, Henry	3/31/41	Mtn.	Damage to posts	52.45
*Gensoke, Edward	5/22/31	"	Damage to bridge	144.64
*Gibbs, John	6/30/37	"	Damage to sign	15.28
*Gifford, Elizabeth	6/30/42	"	Damage to post & reflector	37.34
*Grittens, Vincent J.	3/16/42	" & El	Damage to bridge	648.88
*Glacken, Cornelius	3/31/42	Elect.	Damage to sign	51.22
*Gland, C. E.	10/31/37	Mtn.	Damage to sign	35.77
*Goellner, Fred	10/23/36	Eq.	Damage to truck	13.82
*Goodman, Charles	7/20/34	Mtn.	Damage to bridge	104.17
*Gramby, Cornelius	7/31/31	"	Demage to bridge	121.63
*Green, Clem	12/21/40	Elect.	Damage to sign	68.41
*Greengrove, Thomas	6/30/38	Mtn.	Damage to guard rail	19.60
*Greiner, Paul C. Rev.	7/31/41	"	Damage to guard rail	39.61
*Greisbaker, Alvin	9/15/34	"	Damage to bridge	111.35
*Grieril, James	2/28/42	"	Damage to guard rail	42.97
*Grimm, Joseph	4/30/37	"	Damage to guard rail	21.19
*Gruca, Mike	12/31/33	"	Damage to sign	9.96
*Grunow, R. N.	12/31/32	Eq.	Damage to car	16.50
*Guoriere, Nicholas	11/23/32	Mtn.	Damage to bridge	47.26
*Guterl, Fred Jr.	6/30/33	"	Damage to guard rail	17.17
*Guzzardo, John	10/31/33	"	Damage to bridge	21.06
*Guzzardo, Joseph	4/16/42	"	Damage to sign & post	78.94
*Guzzi, John	3/16/42	"	Injuries to employee	3,486.30
*Hanies, Elizabeth	9/30/41	"	Demage to guard rail	22.39
*Hansen, Harry C.	3/29/40	"	Damage to reflector	14.45
*Harris, Joseph	5/26/39	Eq.	Damage to truck	302.68

ACCOUNTS RECEIVABLE
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OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Held Haulage Corp.	10/24/38	Mtn.	Damage to sign	$ 36.30
*Helenaik, John	4/30/38	"	Damage to sign	61.06
*Henderson, Minnie	7/31/35	"	Damage to sign	12.00
*Hicks, James E.	5/31/33	"	Damage to fence	131.09
*High, Catherine	8/23/37	"	Damage to bridge	76.41
*Hill Construction Co.	10/31/31	Lab.	Standard weights	49.22
*Hinkel, Louis	10/31/41	Mtn.	Damage to bridge	141.68
*Hires, Charles	3/21/33	Eq.	Damage to car	158.67
*Hirsh, Jack	6/14/37	Mtn.	Damage to guard rail	59.01
*Hirsh, Paul	1/30/37	"	Damage to sign	137.30
*Hodges, Richard	3/15/37	"	Damage to sign	153.24
*Hoff, John S.	2/29/40	"	Damage to sign	30.93
*Homan, John J.	1/23/39	Eq.	Damage to car	81.69
*Hopper, Drecxel	1/23/39	Elect.	Damage to electric sign	113.39
*Horner, Clarence Sr. & Jr.	11/24/39	Mtn.	Damage to traffic gate	168.61
*Houser Auto Supply Co. Inc.	3/31/32	Eq.	Damage to car	48.15
*Howell, George V.	3/15/39	"	Damage to car	185.75
*Howland Jones Motor Co.	10/23/36	Mtn.	Damage to bridge	158.58
*Hubbard, B. T.	3/12/35	"	Damage to sign	23.33
*Huber, Edward L.	9/15/38	"	Damage to shubbery	15.36
*Hunt, Henry C.	10/31/36	Eq.	Damage to car	337.78
*Hurley, Robert	2/15/37	Mtn.	Damage to bridge	58.33
*Hynes, John	9/16/35	"	Damage to guard rail	6.70
*Ince, George	3/21/28	"	Damage to bridge	233.31
*Inter City Bus Co.	1/10/30	"	Damage to bridge	56.71
*Isenberg, Arthur	6/30/37	"	Damage to guard rail	22.91
*Ivers, Patrick F.	8/30/41	Eq.	Damage to car	127.58
*Jackerson, Max	1[illegible] /30/37	Mtn.	Damage to sign	32.96
*Jackson, Giedon	7/31/40	Mtn.	Damage to reflector	14.66
*Jackson, M. A.	7/27/32	R of W	Rental of building	3,600.00
*Jacobs, David	4/30/42	Mtn.	Damage to bridge	162.56
*Jacobson Engineering Co.	4/15/41	"	Damage to post & sign	30.79
*James, Robert	7/15/42	Elect.	Damage to electric sign	69.52
*Jones, Isaac Jr.	5/29/42	Mtn.	Damage to sign	43.14
*Jones, John W.	12/31/38	"	Damage to bridge	159.84
*Jordan, Samuel	11/30/36	"	Damage to bridge	60.57
*Kalubrobstani, Karl	1/31/41	Elect.	Damage to light	132.84
*Kampe, Clarence	7/15/42	"	Damage to electric sign	63.07
*Kamsky, Vester	4/26/28	Mtn.	Damage to bridge	54.04
*Karachun, Alex	7/15/42	Elect.	Damage to electric sign	51.57
*Karsleter, Harold	12/31/34	Mtn.	Damage to sign	57.01
*Keane, John	12/31/34	"	Damage to guard rail	20.06
*Keeley, Donald	1/23/39	"	Damage to sign	30.10
*Kelly Motor Lines	7/22/40	"	Damage to guard rail	66.02
*Kelly Transfer Co.	6/2/40	"	Damage to guard rail	41.85
*Kennelly, Katherine	7/31/34	"	Damage to guard rail	16.52
*Kincaid, J. L.	9/30/39	"	Damage to guard rail	106.42
*Kishpaugh, E. P.	1/15/37	"	Damage to sign	61.76
*Kllenpffer, William	8/30/41	"	Damage to signs	51.24
*Kocsis, John	4/20/33	"	Damage to guard rail	50.06
*Kohl, Edwin	2/15/40	"	Damage to reflector	50.35

ACCOUNTS RECEIVABLE

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OUTSIDE PARTIES

NAME	BILLED	DIV.	DESCRIPTION	AMOUNT
*Kolowitz, Julius	12/15/36	Mtn.	Damage to sign	$ 24.16
*Kopp, William Jr.	9/30/36	"	Damage to guard rail	21.76
*Krasa, Anton F.	1/30/37	"	Damage to bridge	135.81
*Kronemeyer, Andrew	10/31/33	"	Damage to bridge	77.04
*Kubat, Frank	5/31/34	"	Damage to guard rail	72.11
*Kunz, William	5/15/37	"	Damage to sign	10.20
*Kurtz, John N.	5/31/34	"	Damage to bridge	30.56
*Kusmider, Walter	8/15/38	"	Damage to State property	54.88
*Lackewicz, Andrew J.	6/15/42	"	Damage to bridge	50.87
*Lagrilla, James	6/22/36	"	Damage to bridge	76.21
*La Marra, Jack	10/31/42	Elect.	Damage to electric sign	66.54
*Lamoit, Harry C.	7/15/42	Mtn.	Damage to guard rail	33.19
*La Rosa, Mary	6/30/37	"	Damage to sign	29.52
*Latimer, Ruth	12/15/41	"	Damage to guard rail	29.54
Laurence Harbor Water Co.	1/30/42	Const.	Removal of water line	4,160.00
*Leafey, Wilma & Lawrence	12/20/39	Mtn.	Damage to sign	33.95
*Lehmann, C.	5/12/38	"	Damage to guard rail	12.21
*Leich, Louis	10/15/40	"	Damage to guard rail	66.67
*Leon, Howard H.	10/31/31	Eq.	Damage to car	63.65
*Leonard, Harry C.	6/30/38	Mtn.	Damage to bridge	41.58
*Leslie, Alexander	4/30/40	Eq.	Damage to truck	50.92
*Levehan, Thomas	8/14/42	Elect.	Damage to electric sign	117.78
*Levine, George	4/14/38	Mtn.	Damage to bridge	273.09
*Levy, Henry	3/31/37	"	Damage to bridge	94.12
*Licklieter, Edward	11/23/38	"	Damage to sign	16.69
*Lipman, Julian A. I.	7/31/41	"	Injuries to employee	416.63
*Loney, James	10/31/37	"	Damage to bridge	43.57
*Lyons, John L.	8/30/41	Elect.	Damage to electric signal	122.22
*Mc Call, Archie	5/26/39	Mtn.	Damage to guard rail	35.76
*Mc Closkey, John	9/30/38	"	Damage to sign	52.51
*Mc Cullough, William	2/15/40	"	Damage to sign	29.22
*Mc Donald, John W.	7/15/37	"	Damage to guard rail	19.76
*Mc Genness, E. H.	5/31/33	"	Damage to bridge	34.89
*Mc Ghee, John	2/28/41	"	Damage to guard rail	74.27
*Mc Keen, James T.	11/25/35	"	Damage to bridge railing	41.79
*Mc Manus, William	9/15/34	"	Damage to bridge	93.92
*Mc Pherson, R. J.	9/14/37	"	Damage to guard rail	32.19
*Mabie, Floyd	12/31/34	"	Damage to guard rail	20.73
*Mac Gillivray, Angus	7/31/35	"	Damage to bridge	100.62
*Madawick Trucking Service	7/20/33	"	Damage to guard rail	18.03
*Maglione, Vincent & Matthew	12/21/40	Elect.	Damage to electric light	872.83
*Magor, Wilson	11/30/38	Mtn.	Damage to sign	44.05
*Mangan, Edward	7/31/37	"	Damage to sign	15.44
*Maniee, Anthony	10/16/33	"	Damage to sign	33.48
*Maniscallo, Anthony	3/12/35	"	Damage to guard rail	96.66
*Mann, William	9/ 9/31	"	Damage to bridge	22.33
*Marrazzo, Charles	9/10/30	Lab.	Testing	20.00
*Marteo Trucking Corp.	12/22/36	Eq.	Damage to truck	96.26
*Matson, George	3/16/42	Mtn.	Damage to lighthouse	20.84
*Mayor, Clarence	6/15/42	"	Damage to sign	22.05
*Meadow & White	8/30/41	Elect.	Damage to traffic signal	137.55
*Mellin, Daniel S.	4/14/37	Mtn.	Damage to guard rail	36.86

ACCOUNTS RECEIVABLE
AS OF
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OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Menzie, Daniel	4/14/37	Mtn.	Damage to sign	$ 33.03
*Meros, Anthony	1/16/41	Eq.	Damage to Galion Grader	324.53
*Merritt, Walter	8/30/41	Mtn.	Damage to sign	8.30
*Messina, James	11/24/39	"	Damage to sign	22.83
*Mayer, Greco	4/15/35	"	Damage to bridge	161.56
*Mezger, Robert G.	3/15/38	Elect.	Damage to signal on bridge	63.39
*Michels, Marie	11/24/41	Mtn.	Damage to bridge	79.29
*Miller, Montfort G.	7/31/42	Elect.	Overdrawance on Salary	25.00
*Morgan, Edgar	7/15/38	Mtn.	Damage to sign	33.49
*Morrisette, Frank O.	5/25/28	"	Damage to bridge	37.53
*Morley, Edwin	12/31/40	Eq.	Damage to station wagon	58.26
*Moselle, N. Basil	8/30/41	Mtn.	Damage to sign	28.78
*Mourllesseaux, Charles	5/ 9/30	"	Damage to guard rail	72.65
*Mueller, Chris J.	3/15/38	"	Damage to sign	17.01
*Myers, Newton B.	5/15/40	"	Damage to sign	67.60
*Nazronaik, Charles	6/23/30	"	Damage to bridge	109.09
*Nilsen, Charles A.	11/30/41	" & El	Damage to bridge	159.32
O'Connell, Alice	1/15/37	Mtn.	Damage to sign	21.11
*Ogden, Alfred T.	3/30/35	Eq.	Damage to car	128.53
*Olvaney, William A.	3/31/36	Mtn.	Damage to bridge	13.73
*Oroz, Louis Jr.	9/30/41	" & El	Damage to traffic gate	43.89
*Ott, Richard	4/14/39	Mtn.	Damage to lighthouse	135.62
*Owens, George L.	8/14/32	Elect.	Damage to electric sign	130.32
*Palmiri, Frank	1/30/37	Mtn.	Damage to guard rail	20.04
*Pasquale, Anthony	9/15/38	"	Damage to sign	41.84
*Paterson, Thelma	10/23/36	"	Damage to guard rail	9.28
*Pazinick, Ignas	11/15/37	"	Damage to sign	81.69
*Peay, Richard	8/15/39	Elect.	Damage to electric sign	73.17
*Peduzzi, Louis	11/24/39	Mtn.	Damage to sign	29.64
*Petroleum Heat & Power Co.	7/31/33	Eq.	Damage to truck	78.45
*Phila. Rubber Waste Co.	3/15/33	Mtn.	Damage to guard rail	33.57
*Phillips, Ezekial	1/30/37	"	Damage to bridge	23.44
*Piscola, Guisseppe	3/31/38	"	Damage to bridge	144.29
*Podalsky, Harry	2/28/37	"	Damage to guard rail	20.81
*Pohl, Adolph	10/31/39	Elect.	Damage to pole	44.69
*Poinsett, Donald	1/16/41	Mtn.	Damage to fence	59.18
*Powell, Norman	1/31/40	"	Damage to sign	67.22
*Premock, Frances H.	4/14/39	"	Damage to guard rail	6.70
*Preston Trucking Co.	9/22/39	"	Damage to catch basin	60.18
*Price, Adam	10/31/34	"	Damage to bridge	50.51
*Prokap, Micheel	3/15/37	"	Damage to guard rail	33.01
*Pullizzaro, Michael	12/20/39	"	Damage to sign	147.59
*Querry, John N.	11/29/33	"	Damage to sign	16.85
*Racite, Guisseppe	5/26/39	"	Damage to sign	28.76
*Ratering, Henry	6/15/42	"	Damage to guard rail	33.31
*Rayhon, Joe	12/31/34	"	Damage to bridge	69.66
*Rebuilt Tires Inc.	1/16/40	Eq.	Sale of scrap tires	55.00
*Redmond, John	1/16/41	Mtn.	Damage to guard rail	64.29
*Reppert, Daniel S.	10/31/35	"	Damage to sign & guard rail	35.69
*Rheinish, Joseph	1/24/29	"	Damage to bridge	52.58
*Rinaldo, Susie	9/30/41	"	Repairs to A G A Signal	82.46
*Robbin, Ernest	2/15/38	"	Damage to sign	20.80

ACCOUNTS RECEIVABLE
AS OF
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OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Robins, Herman	7/30/38	Mtn.	Damage to guard rail	$ 31.65
*Robinson, Hugh C.	8/30/41	Elect.	Damage to bridge	68.32
*Rochford, William J.	9/30/35	Mtn.	Damage to sign	25.86
*Rogers, Lawrence	2/28/38	Elect.	Damage to lighting	92.63
*Rottino, Katie	5/29/37	Mtn.	Damage to guard rail	79.38
*Ryerson, William & Johanna	2/15/40	"	Damage to signs	31.57
*Salem Express Co.	7/16/36	"	Cost of clearing road	55.82
*Salis, Candelario	3/15/40	Elect.	Damage to electric sign	62.81
*Salvastano, Louis	1/15/35	Mtn.	Damage to sign	80.79
*Sanders, Fred Jr.	5/25/36	"	Damage to post	10.37
*Sanitate, Frank	10/31/37	"	Damage to guard rail	18.09
*Sarasohn, Harry	4/16/42	Eq.	Damage to car	34.12
*Sarti, Edward & Anna	11/15/33	Mtn.	Damage to bridge	37.05
*Scarnell, Albert J.	1/22/43	Eq.	Damage to car	79.34
*Schaltz, Leo	9/29/34	Mtn.	Damage to guard rail	17.82
*Scholosky, Walter	2/28/42	"	Damage to sign	52.13
*Schroeder, Max	9/30/40	Elect.	Damage to sign	68.28
*Schweiger, Elwood J.	3/15/40	Mtn.	Damage to guard rail	36.23
*Scully, Daniel	2/29/28	"	Damage to bridge	109.30
*Shakespeare, Phillip C.	3/30/35	"	Damage to beacon	100.38
*Shaw, Charles Jr.	8/10/41	Eq.	Damage to car	256.55
*Sheppard, Sylvenus	7/20/33	Mtn.	Damage to guard rail	24.93
*Shoemaker, Frank I.	9/30/31	Eq.	Damage to car	84.80
*Shumar, Peter & Queenie	12/15/41	Mtn.	Damage to sign	22.29
*Silvers, David	12/15/34	"	Damage to guard rail	21.76
*Simons, William	3/31/42	Elect.	Damage to signal	4.91
*Sims, Meredith	1/31/42	Mtn.	Damage to fence	22.58
*Slattery, Francis	3/31/41	"	Damage to reflector	28.30
*Sloner, Arthur A.	9/22/39	Elect.	Damage to electric flasher	33.55
*Smith, Clifford	11/24/39	Mtn.	Damage to fence	108.62
*Smith, Edward	11/15/37	Eq.	Damage to car	7.72
*Smith, James	9/30/38	"	Damage to car	20.50
*Smith, James	3/31/34	Mtn.	Damage to bridge	56.58
*Solasky, John	6/14/37	"	Damage to bridge	205.87
*Sonaggere, Peter	5/31/38	Eq.	Damage to car	358.40
*Sorokac, Peter George	3/15/39	Elect.	Damage to electric sign	85.39
*Spader, A. & H. Malsbury	6/27/41	"	Damage to signal	102.72
*Spiegel, N.	6/15/35	Mtn.	Damage to guard rail	30.84
*Sprague, Charles H.	7/31/35	"	Damage to guard rail	17.05
*Springer, James	10/31/42	"	Damage to reflector & sign	24.57
*Squire, Russell	3/31/37	"	Damage to sign	28.89
*Stanberry, Alvin	9/15/34	"	Damage to bridge	467.90
*Stanton, L. W. & Co. Inc.	11/29/33	"	Damage to guard rail	10.99
*Staples & Co. Inc.	1/24/36	Lab.	Testing	12.00
*Stappleton, Thomas	3/31/42	Elect.	Damage to sign	55.48
*Staub, Carl	12/22/36	Mtn.	Damage to guard rail	56.46
*Stehr, John J.	6/16/41	"	Damage to sign & post	45.90
*Steifel, Fred	9/29/34	"	Damage to guard rail	16.69
*Stein, Irving	10/24/38	"	Damage to sign	8.47
*Steiner, Frank	5/26/39	Elect.	Damage to bridge	129.55
*Stilo, Joseph	12/15/33	Mtn.	Damage to bridge	88.69
*Stout, Johanthan	10/16/33	Lab.	Testing	5.00

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1943

OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Stump, Leland	11/25/33	Mtn.	Damage to guard rail	$ 11.60
*Sabin, Ira H.	9/21/36	"	Damage to sign	9.53
*Sunnybrook Farm	9/30/41	Elect.	Cost of laying pipe	49.55
*Szeker, Marion & Louis	3/31/42	Mtn.	Injuries to employee	20.00
*Taylor, George V.	4/16/42	"	Damage to sign	26.91
*Taylor, Raymond	12/22/36	"	Damage to guard rail	61.28
*Taylor, Raymond W.	6/27/41	Elect.	Damage to electric sign	118.43
*Thomas, John D.	9/22/39	Mtn.	Damage to sign & post	54.63
*Thomas, Lewis	2/28/41	Elect.	Damage to electric sign	116.04
*Thorsen, Roy	2/24/42	Mtn.	Damage to sign	19.06
*Timmins, Lawrence	7/22/40	"	Damage to reflector	42.96
*Tokash, Joseph	1/24/36	"	Injuries to employee	1,308.96
*Tomile, Ernest	1/22/32	Eq.	Damage to car	24.25
*Traffy, Samuel	3/15/40	Elect.	Damage to electric sign	282.30
*Trapper, R. H.	7/31/41	Mtn.	Damage to guard rail	73.48
*Travers, William Z.	8/24/36	"	Damage to guard rail	33.46
*Trenton Transit Co.	5/25/36	"	Damage to sign	12.44
*Troko, J. M.	11/24/39	Elect.	Damage to electric sign	203.90
Tucker, William	12/31/43	"	Damage to electric sign	71.39
*Uetzmann, Elizabeth	2/15/37	Mtn.	Damage to guard rail	18.30
*Urban, Joseph W.	6/27/41	Elect.	Damage to light fixtures	37.35
*Vaccaro, Dominick	12/21/40	Mtn.	Damage to sign	52.76
*Vail, David H.	8/31/39	"	Damage to guard rail	97.59
*Valentine, Frank A.	7/15/42	Elect.	Damage to electric sign	33.95
*Vanderstein, George	12/21/37	Mtn.	Damage to beacon	203.06
*Van Steyn, Peter	2/15/37	"	Injuries to employee	1,364.91
*Van Syckle, Albert	1/23/39	Eq.	Damage to car	115.24
*Vitale, John	6/16/38	Mtn.	Paving blocks	9.00
*Von Oesen, George	7/31/35	"	Damage to bridge	28.46
*Wagner, Popper & Morrison	4/30/35	"	Damage to bridge	20.11
*Walker, Emerson	11/23/38	"	Damage to sign	36.49
*Walker, Thomas	4/30/41	"	Clearing debris from highway	55.96
*Warrick, Edmund & Leslie	9/22/39	"	Damage to sign	37.77
*Warrick, John J.	12/15/36	"	Damage to sign	144.31
*Wax, Joseph	7/31/41	"	Damage to sign	75.47
*Weber, Harold	5/15/37	"	Damage to guard rail	35.43
*Weinger, Harry	8/15/39	"	Damage to reflector & sign	40.22
*Wellman, William	9/20/32	"	Damage to guard rail	6.15
*Wells, Alice Ruth	11/23/32	"	Damage to bridge	44.07
*Welsch, Herbert	5/25/36	"	Damage to guard rail	52.53
*Welsch, Leo A.	11/25/35	"	Damage to sign	18.31
Wentzheimer, Edward	8/16/43	"	Damage to guard rail	26.48
*West, Harry C. Jr.	10/15/37	"	Damage to sign	36.42
*White, Lem H.	11/24/30	Lab.	Testing	51.21
*White, Murray S.	3/15/38	Elect.	Damage to light	36.18
*Whitmarsh, Ethel	3/16/42	Eq.	Damage to sweeper	120.01
*Wilber, James P.	4/30/42	Mtn.	Damage to sign	23.85
*Wilber, K. H.	7/15/38	Lab.	Testing	10.00
*Wilkes, Robert	9/30/36	Mtn.	Damage to sign	9.46
*Williams, Andrew	6/22/36	"	Damage to sign	16.71
*Wilson, Frank	5/31/33	Eq.	Damage to car	112.99
*Wilson Transfer Co.	10/23/36	Mtn.	Damage to guard rail	50.64

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1943

OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Wohritsky, Michael	4/30/35	Mtn.	Damage to sign	$ 71.11
*Wright, Arnold	9/24/29	"	Damage to bridge	282.96
*Wright, David J.	11/25/40	Eq.	Damage to car	39.75
*Yordy, Edna May & Raymond C.	11/13/31	Mtn.	Damage to bridge	35.00
*Zerner, Eugene	5/31/31	R of W	Taxes	318.22
*Ziegler, Agnes B.	7/22/40	Mtn.	Damage to guard rail	15.93
*Zimmerman, William C.	5/15/37	"	Damage to beacon	31.97
*Zollowicz, Frank	7/31/35	"	Damage to sign	42.34
*Zulkowski, Edward M.	3/31/42	" & El	Damage to gate & light	109.43
*Zullo, Anthony	5/21/38	Eq.	Damage to truck	125.00
				$ 49,951.15

Schedule #125

Statement of Balances as per the State Treasurer's Records of State Highway Funds in Closed Banks as of Dec. 31, 1943

(Which were not included in Assets)

Prefd. Stock or Certifs. of Participation Accounts: Name of Bank	Balance as of Jan. 1, 1943	Amt. Cash Recd. to Dec.31,1943	Balance as of Dec.31,1943
Bankers Trust Co. of Atl. City	$50,000.00	$ 0	$ 50,000.00
" " " " " "	70,000.00	0	70,000.00
Clementon Nat'l. Bank	1,625.00	0	1,625.00
1st Nat'l. Bank of Spring Lake	2,352.00	0	2,352.00
Equitable Trust Co.	394,250.00	0	394,250.00
Franklin Trust Co.	3,480.00	0	3,480.00
Guaranty Trust Co. of Atl. City	96,000.00	1,000.00	95,000.00
Hamilton Trust Co. of Paterson	3,900.00	0	3,900.00
Mainland Nat'l. Bank of Pleasantville	1,247.75	0	1,247.75
National Bank of America at Paterson	4,446.00	285.00	4,161.00
New Brunswick Trust Co.	43,601.00	0	43,601.00
Peoples Bank & Trust Co., Elizabeth	541,847.00	0	541,847.00
Perth Amboy Trust Co.	32,480.00	0	32,480.00
Total Preferred Stock & Certificates	$ 1,245,228.75	$ 1,285.00	$1,243,943.75

Restricted Accounts Name of Bank	Balance as of Jan.1,1943	Cash Recd. to Dec.31,1943	Balance as of Dec.31,1943
Elizabeth Trust Co.(Peoples Bank & Trust Co.)	$ 116,000.00	$ 25,000.00	$ 91,000.00
Total Restricted Accounts	$ 116,000.00	$ 25,000.00	$ 91,000.00
GRAND TOTAL -	$ 1,361,228.75	$ 26,285.00	$1,334,943.75

Amount of Stock Received by the State Treasurer for Motor Vehicle Fees in Closed Banks

As of Dec. 31st, 1943

Amt. of Certificates and Certifs. of Participation	Balance as of Jan. 1, 1943	Cash Recd. to Dec. 31,1943	Balance as of Dec. 31, 1943
Asbury Park & Ocean Grove Bank	$ 28,632.17	$ 538.16	$ 28,094.01
Bankers Trust Co.	50,000.00	0	50,000.00
Broadway Bank & Trust Co. of Paterson	36,647.52	0	36,647.52
Cape May Title & Trust Co.	162.50	65.00	97.50
Clifton Trust Co.	26.40	4.95	21.45
Elizabeth " "	16,047.00	0	16,047.00
Equitable Trust Co. of Atl. City	246,471.66	0	246,471.66
1st Nat'l. Bank, Fort Lee	4,148.82	0	4,148.82
" " " Jamesburg	1,191.82	280.42	911.40
" " " New Egypt	870.02	0	870.02
" " " Washington	230.86	0	230.86
Guaranty Trust Co., Atl. City	73,027.70	760.71	72,266.99
Hamilton Trust Co., Paterson	2,220.00	0	2,220.00
Lakewood Trust Co.	23,848.34	0	23,848.34
New Brunswick Trust Co.	999.00	0	999.00
Peoples Bank, Hawthorne	18,991.45	0	18,991.45
Peoples Bank & Trust Co. of Passaic (Realty & Sur. Co.)	3,824.00	191.00	3,633.00
Perth Amboy Trust Co.	204,520.00	0	204,520.00
Sea Bright National Bank	600.00	0	600.00
	$712,459.26	$ 1,840.24	$710,619.02

Statement of Balances of Motor Vehicle Receipts Turned over to the State Treasurer in Closed or Liquidating Banks

Name of Bank	Balance as of Jan. 1, 1943	Amt. Cash Recd. to Dec. 31,1943	Balance as of Dec. 31, 1943
Lakewood Trust Co.	$ 8,408.71	$ 764.43	$ 7,644.28
Title Guar. & Trust Co., Jersey City (Motor Vehicle Dept.)	12,369.30	3,722.12	8,647.18
	$ 20,778.01	$ 4,486.55	$ 16,291.46

Statement of Balances of Motor Vehicle Receipts In Closed Banks Not Included in Assets

As of Dec. 31st, 1943

	Amt. not Turned over on 1-1-43	Amt. Cash Rec'd to Dec.31,1943	Balance as of Dec.31,1943
Banks Being Liquidated	$ 20,778.01	$ 4,486.55	$ 16,291.46
Bank Stock Received	712,459.26	1,840.24	710,619.02
Total Motor Vehicle Fees, etc.	$733,237.27	$ 6,326.79	$726,910.48

NJDOT RESEARCH LIBRARY

NJDOT RESEARCH LIBRARY
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